



Request to Prepare Planning Proposal

Nos. 366-372 Lane Cove road, Nos. 124a & 126
Epping Road & No.1 Paul Street, North Ryde

February 2015

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	John Wynne
Senior Consultant	Alaine Roff
Job Code	SA5543
Report Number	SA5543_Planning Proposal

© Urbis Pty Ltd
ABN 50 105 256 228

All Rights Reserved. No material may be reproduced without prior permission.

You must read the important disclaimer appearing within the body of this report.

URBIS
Australia Asia Middle East
urbis.com.au

TABLE OF CONTENTS

Executive Summary	i
1 Introduction.....	1
1.1 Overview.....	1
1.2 Structure of the Report	1
2 Site and Surrounding Area Context.....	3
2.1 The Locality	3
2.2 Site Description and Existing Built Form	5
2.3 Flooding.....	6
2.4 Contamination.....	7
2.5 Access and Parking	7
2.6 Existing character and Context.....	7
2.7 Demographics.....	9
2.7.1 Age	9
2.7.2 Income and Affluence	9
2.7.3 Housing and Housing Tenure	9
2.7.4 Employment.....	9
2.7.5 Implications.....	9
2.8 Surrounding Road, Rail and Bus Network.....	9
2.8.1 Road Network	9
2.8.2 RAIL Network	10
2.8.3 Bus Network	10
3 Strategic Planning Context.....	12
3.1 Metropolitan Strategy – A Plan for Growing Sydney	12
3.1.1 Global Economic Corridor	12
3.1.2 North SubRegion	14
3.2 Draft Inner North Subregional Strategy	16
3.2.1 Centres and Corridors	16
3.2.2 Housing Provision.....	18
4 Local Planning Framework.....	21
4.1 Ryde Local Environmental Plan	21
4.1.1 Aims of the Plan.....	21
4.1.2 Zoning.....	21
4.1.3 Zone Objectives.....	21
4.1.4 Permissibility.....	22
4.1.5 Height	23
4.1.6 FSR.....	23
5 Planning Proposal Overview	25
5.1 Overview	25
5.2 Parts of the Planning Proposal	28
6 Part 1 – Objectives and Intended Outcomes	29
6.1 Objectives	29
6.2 Intended Outcomes	29
7 Part 2 – Explanation of the provisions that are to be included in the proposed LEP	30
7.1 Overview.....	30
7.2 Amendment to Zoning	30

7.3	Amendment to Building Height	30
7.4	Amendment to FSR	31
7.5	Relationship to Existing Local Planning Instrument.....	31
8	Part 3 – Justification for the Planning Proposal.....	32
8.1	Planning and Strategic Justification Overview.....	32
8.2	Questions to Consider when Demonstrating the Justification	33
8.2.1	Section A – Need for the Planning Proposal	33
8.2.2	Section B – Relationship to Strategic Planning Framework	35
8.3	Section C – Environmental, Social and Economic Impact	43
8.4	Section D – State and Commonwealth Interests	47
9	Part 4 – Mapping	48
10	Part 5 – Community Consultation	49
10.1	Public Consultation	49
11	Part 6 – Project Timeline	50
12	Conclusion	51
	Disclaimer.....	52

Appendix A Survey

Appendix B LEP Mapping

Appendix C Flood Study

Appendix D Preliminary Site Investigation

Appendix E Transport Impact Assessment

Appendix F Concept Landscape Plan

Appendix G Preliminary Stormwater Concept

FIGURES:

Figure 1 – Site Location Plan	3
Figure 2 – Local Context.....	4
Figure 3 – Local Facilities	5
Figure 4 – Aerial Photograph.....	6
Figure 5 – MP 10_0037 Concept Plan Envelopes	8
Figure 6 – Regional Bus Map	11
Figure 7 – Global Economic Corridor	13
Figure 8 – North Subregion	15
Figure 9 – Centres Map Inner North Subregion	17
Figure 10 – Macquarie Park Specialised Centre Map.....	18
Figure 11 – Housing - Inner North Subregion	20
Figure 12 – Extract from RLEP 2014 Zoning Map	23
Figure 13 – Extract of Height of Buildings Map	24
Figure 14 – Extract of FSR Map	24
Figure 15 – Site Plan	26

TABLE OF CONTENTS

Figure 16 – Views in Context	26
Figure 17 – Lower Ground Floor Plan	27
Figure 18 – Concept Landscape Plan	27
Figure 19 – Building Heights as Approved/Built	31
Figure 20 – Aerial Photograph of Potential Future Transitional Area	34
Figure 21 – North subregion Urban Renewal Investigation	35

TABLES:

Table 1 – Site Description Summary	5
Table 2 – SEPP 65	37
Table 3 – RFDC Assessment	39
Table 4 – Indicative Project Timeline	50

Executive Summary

OVERVIEW

This report has been prepared on behalf of *Franpina Developments Pty Ltd* to initiate the preparation of an amendment to the *Ryde Local Environmental Plan 2014* (RLEP 2014). The amendment relates to Nos. 366-372 Lane Cove Road, Nos. 124A & 126 Epping Road and No. 1 Paul Street, North Ryde and would result in the following:

- A change in zoning from R2 Low Density Residential to B4 Mixed Use;
- An increase in the maximum allowable building height from 9.5m to 44.5m (12 storey equivalent);
- An increase in floor space ratio (FSR) from 0.5:1 to 2.5:1.

The proposed density for the subject site will facilitate additional residential and employment development close to public transport, infrastructure and services. It will also result in a built form that addresses the site's prominent corner location.

This report has been prepared to assist the City of Ryde Council to prepare a Planning Proposal for the LEP amendment of the site in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). This report has been prepared in accordance with the NSW Department of Planning and Infrastructure's '*A Guide to Preparing Planning proposals*'.

SITE AND SURROUNDING AREA CONTEXT

The subject site is an irregular parcel of land with a large consolidated area of 6,654m² (refer to Survey attached at **Appendix A**). The site is within the suburb of North Ryde, which is in close proximity to medical services, education, parks, commercial buildings, mixed use retail, commercial and residential buildings and low density residential uses. The site is also located within approximately 400m of Macquarie Park Station and North Ryde Station, as well as bus stops on Epping and Lane Cove Roads.

SECTION 3 - STRATEGIC CONTEXT

Under *A Plan for Growing Sydney*, Macquarie Park is identified as a Strategic Centre within the global economic corridor. The focus of Strategy is retaining Macquarie Park as a commercial core. The proposal will locate new dwellings south of Epping Road to enable concentration of office development within the Strategic Centre and tackle potential land use conflicts arising from residential intrusions into commercial cores.

The *Draft Inner North Subregional Strategy* highlights an employment capacity target of 21,000 jobs additional jobs by 2031 a residential target of 12,000 new dwellings for the Ryde LGA. The Strategy also identifies Macquarie Park as a Specialised Centre. Most of centre has been reserved for employment lands. In doing so the potential for housing development is limited. The proposal provides an opportunity to increase housing without impact on the employment land in the centre.

SECTION 4 - LOCAL PLANNING FRAMEWORK

The Ryde Local Environmental Plan 2014 (RLEP 2014) is the principal Environmental Planning Instrument governing and guiding development within the Ryde LGA and was gazetted 9 September 2014. The subject site is zoned R2 Low Density Residential under the RLEP 2014. Under the LEP, dwellings, dual occupancies and health consulting rooms are permitted with consent. However, residential flat buildings, shop top housing and health services facilities (medical centres) are prohibited uses. The existing medical centre is therefore a prohibited use and would rely on existing use rights for any future development. The existing medical centre creates an anomaly in the land use planning for Ryde.

SECTION 5 - PLANNING PROPOSAL OVERVIEW

A Preliminary Concept Design has been prepared by Bates Smart for the potential redevelopment of the Franpina Developments landholdings (separately submitted). Some key features of the Urban Design Strategy include:

- A maximum building height of 12 storeys with massing towards the Epping Road and Lane Cove Road intersection to properly address the corner location and to be consistent with taller buildings to the north. Heights step down to the south, west and south west corner to transition to the lower density residential zone.
- A GFA of 16,643m², which equates to an FSR of 2.5:1.
- Redevelopment will provide 180 new dwellings with a residential GFA of 15,539m².
- The corner of Epping and Lane Cove Road will accommodate 1,104m² of retail/commercial/medical uses. These uses will activate the street levels and cater for the new population near transport nodes and provide opportunities to work closer to home.

SECTION 6 - PLANNING PROPOSAL OUTCOMES

In summary, the site will achieve the following key planning outcomes:

- Consistency with State Government policy to encourage growth within existing centres.
- Consistency with State government housing targets.
- Sound planning practice and sustainable transport focused development.
- Timely delivery of the redevelopment of the site as it is under one ownership.
- A high quality mixed use development that successfully integrates with the emerging context.
- Appropriate built form on a prominent corner location.
- Improved pedestrian safety by reducing the number of vehicle crossings.
- Street activation to encourage pedestrian activity and vibrancy.
- Landscape opportunities for well-considered landscape areas, communal open spaces and deep soil planting.

Overall, it is considered that the proposal will have significant benefits for the community and is in the public interest.

SECTION 7 - THE PROVISIONS TO BE INCLUDED IN THE PROPOSED LEP

The proposal seeks the following amendments to the RLEP 2014 provisions, in accordance with the Maps in **Appendix B**:

- **Zoning**: Change the zoning of the site from R2 Low Density Residential to B4 Mixed Use.
- **Height of buildings**: Change the maximum height of the buildings from 9.5m to 44.5m.
- **Floor space ratio**: Change the maximum FSR from 0.5:1 to 2.5:1.

SECTION 8 - JUSTIFICATION FOR THE PLANNING PROPOSAL

In accordance with the NSW Department of Planning and Infrastructure's *A Guide to Preparing Planning Proposals*, the Planning Proposal is justified on the following grounds:

- It is a result of the City of Ryde Local Planning Study, which identifies the subject site within an area designated for future planning investigation. The Planning Proposal is also consistent with the draft North Subregion, which identifies a future urban renewal investigation corridor along Lane Cove that will affect the subject site.
- It is the best means of achieving the objectives and intended outcomes. The purpose of the Planning Proposal is to enable the development of high density mixed use to occur on the site. To achieve this, amendments to the zoning and development standards that apply to the site are needed.
- It is consistent with the objectives and actions of *A Plan for growing Sydney*, the *North Subregional Strategy* and the *draft Inner North Subregional Strategy*.
- It is consistent with Council's Local Planning Study and the State Government's draft Metropolitan Strategy and draft Subregional Strategies.
- It is consistent with the applicable State Environmental Planning Policies.
- It is consistent with applicable Ministerial Directions (s.117 directions).
- There is no critical habitat or threatened species, populations or ecological communities, or their habitats, that will be affected as a result of the proposal.
- It is not likely to have any significant environmental impacts. Where an impact may occur it has been mitigated by appropriate siting, layout and scale. Design measures will be incorporated into future buildings to further mitigate against environmental impacts. The proposal is considered appropriate in terms of flooding, traffic, parking, overshadowing, solar access, cross ventilation, privacy, sustainability and noise.
- It will have positive social and economic effects on the local community and wider Ryde LGA.
- There is adequate public infrastructure or opportunities to provide infrastructure to support the planning proposal

SECTION 9 - MAPPING

Draft height and FSR maps are attached at **Appendix B**.

SECTION 10 - COMMUNITY CONSULTATION

It is anticipated that the public exhibition would be notified by way of:

- A public notice in local newspaper(s).
- A notice on the City of Ryde Council website.
- Written correspondence to adjoining and surrounding landowners.

SECTION 11 - PROJECT TIMELINE

It is anticipated that the LEP amendment will be completed within 12 months from February 2015 to December 2015.

CONCLUSION

Following our analysis of the site and its surrounding context and the applicable State and local planning policies, we are of the view that there is clear planning merit to the Planning Proposal. It is therefore recommended that this Planning Proposal be favourably considered by the City of Ryde Council and that Council resolve to forward it to the Department of Planning and Environment for Gateway Determination in accordance with the *Environmental Planning and Assessment Act, 1979* to prepare the necessary LEP amendment.

1 Introduction

1.1 OVERVIEW

This Planning Proposal has been prepared by Urbis on behalf of *Franpina Developments Pty Ltd* (“the applicant”) to initiate the preparation of a Local Environmental Plan (LEP) to rezone land and increase the density at Nos. 366-372 Lane Cove Road, Nos. 124A & 126 Epping Road and No. 1 Paul Street, North Ryde (“the site”).

The Planning Proposal will seek to rezone the subject site from R2 Low Density to B4 Mixed Use to permit residential flat buildings, retail, commercial and medical centres. The rezoning will be accompanied by an increase in height and FSR to 44.5m (12 storeys equivalent) and 2.5:1, respectively.

The site is zoned R2 Low Density Residential under the *Ryde Local Environmental Plan (LEP) 2014*. Under the R2 zoning, dwellings are permitted with consent. Medical centres are prohibited. The current zoning results in a planning anomaly where an existing use is prohibited in the zone.

The site is a large land holding under single ownership with a site area of 6,654m². The large consolidated land holding makes it ideal for redevelopment for the purposes of higher density residential and commercial/retail.

The site is located in a very strategic location, being in close proximity and accessible to Macquarie Park, which is one of Sydney’s largest employment areas and rapidly developing high density residential living area. The site is located within close proximity of Macquarie Park Station, Macquarie University and the Macquarie Park Shopping Centre. The proposal will contribute approximately 180 new dwellings and will encourage working closer to home initiatives.

1.2 STRUCTURE OF THE REPORT

The Planning Proposal has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) and the relevant guidelines prepared by the NSW Department of Planning and Infrastructure including *A Guide to Preparing Local Environmental Plans* and *A Guide to Preparing Planning Proposals*. It includes the following:

- Description of the subject site and its context;
- An overview of the strategic context of the site;
- A summary of the local planning controls;
- An overview of the key elements of the Planning Proposal;
- Statement of the objectives and intended outcomes of the proposal;
- Explanation of the provision of the proposal;
- Justification for the proposal;
- Mapping to accompany the proposal;
- Description of the community consultation process expected to occur regarding the proposal; and
- An approximate project timeline.

The Planning Proposal is accompanied by a range of plans and reports to provide a comprehensive analysis of the site opportunities and constraints. These include:

- Survey prepared by Craig & Rhodes;

- Preliminary Concept Design and 3D massing model prepared by Bates Smart;
- Shadow diagrams prepared by Bates Smart;
- Preliminary SEPP 65 and RFDC Assessment prepared by Urbis;
- Indicative Site Landscape Plan prepared by Arcadia;
- Traffic and Parking Assessment prepared by GTA;
- Flood Study prepared by Northern Beaches Consulting Engineers Pty Ltd;
- Preliminary Site Investigation prepared by Environmental Earth Sciences; and,
- Preliminary stormwater Drainage Concept prepared by Northern Beaches Consulting Engineers Pty Ltd.

2 Site and Surrounding Area Context

2.1 THE LOCALITY

The site is located in the suburb of North Ryde in the City of Ryde Local Government (LGA), within the Inner North subregion. North Ryde is located 15km north west of the Sydney CBD. The suburb is one of Sydney's major business districts and is in close proximity and highly accessible to the education precinct and commercial centre of Macquarie Park.

FIGURE 1 – SITE LOCATION PLAN

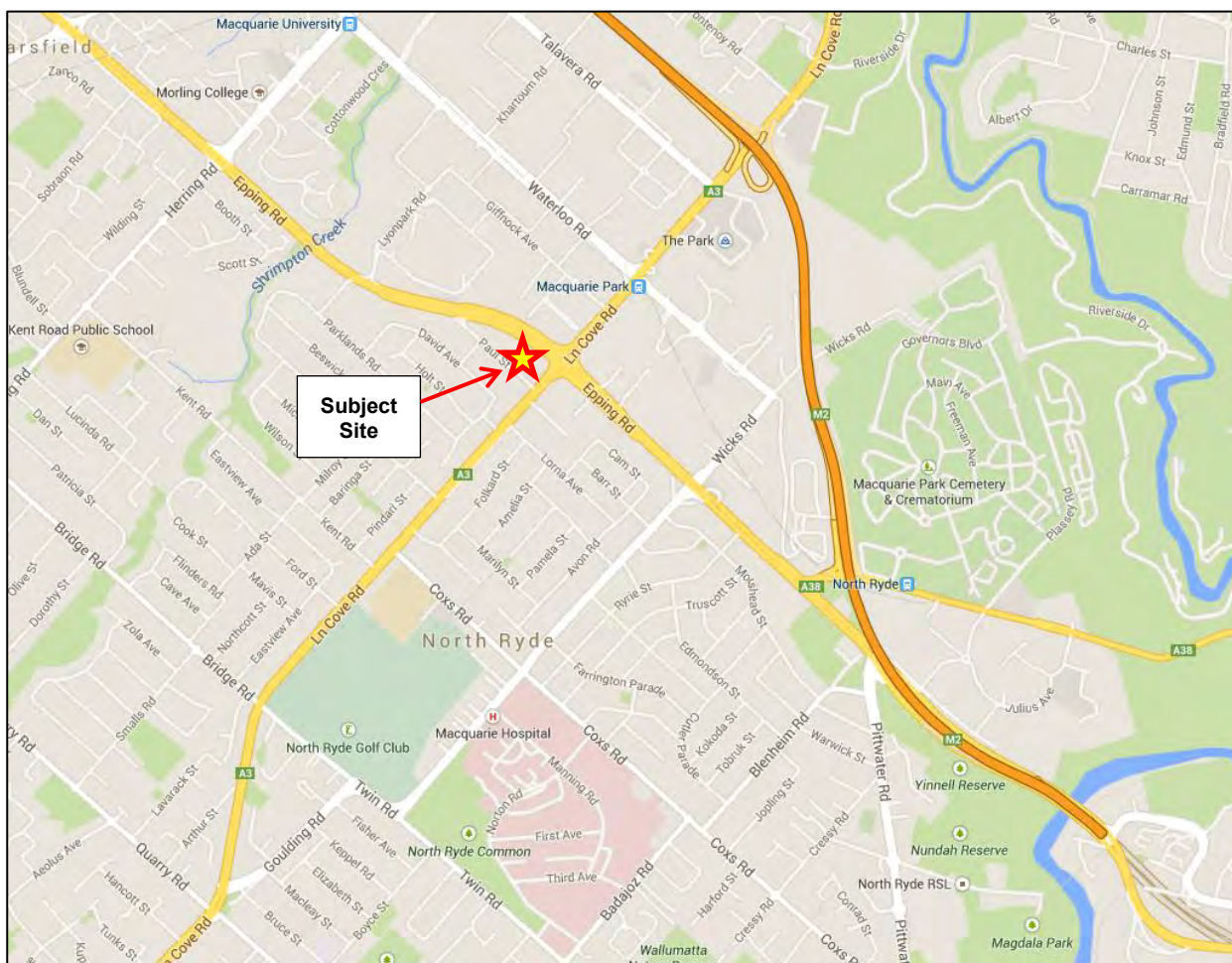


Source: Street-Directory

North Ryde is characterised by a mix of land uses generally including medical services, commercial buildings, mixed use retail, commercial and residential buildings (with a significant number of recently approved mixed use developments currently under construction or soon to be constructed) and low density residential uses (refer to Figure 2 and Figure 3). Key land uses in the vicinity of the site include:

- **Shopping:** The site is approximately 800m walking distance to local convenience shopping on Avon Road, which includes a restaurant, computer shop, real estate agency, gym and convenience store. The regional Macquarie Shopping Centre is approximately 1km from the site.
- **Education:** There are a number of schools in the local area including North Ryde Public School and Holy Spirit School located approximately 600m – 800m south of the site and Kent Road Public School approximately 1.6km to the west of the site. In addition Macquarie University is located approximately 1.6km to the north-west.
- **Medical:** The subject site contains a Specialist Medical Centre. The medical centre offers a comprehensive range of medical services including, General Practice, pharmacy, physiotherapist, dentist and Chinese medicine. The medical centre use will be maintained in the future redevelopment of the site. In addition, the Macquarie Hospital is situated approximately 800m to the south of the site.
- **Parks:** The wider locality contains numerous parkland reserves. A number of pocket parks are located within 600m-800m of the site to the south, south east and west, including North Ryde Common, Greenwood Park and Flinders Park. The site is within 1km of the Lane Cove National Park, which encompasses Mowbray Park, Northern Suburbs Memorial Gardens and Yinnell Reserve. In addition the North Ryde Golf Course is located approximately 1km to the south.
- **Transport:** The property is located within approximately 400m of Macquarie Park Station, which provides connections from Hornsby to the City via Macquarie University service on the T1 North Shore and Northern Line. The site is also within 1.5km of Macquarie University and the Macquarie Park Shopping Centre. Bus stops are located outside the site on Epping and Lane Cove Roads which provide connections between Epping, Macquarie Centre, Marsfield and the city on routes 290, 293, 459, 506 and M41.

FIGURE 2 – LOCAL CONTEXT



Source: Google Maps

FIGURE 3 – LOCAL FACILITIES



Source: Urbis

2.2 SITE DESCRIPTION AND EXISTING BUILT FORM

The subject site comprises Nos. 366-372 Lane Cove Road, Nos. 124A & 126 Epping Road and No. 1 Paul Street, North Ryde (refer to

Figure 4). The address, Lot, DP and use of the land is summarised in Table 1.

The site is an irregular shaped parcel of land with a northern frontage to the Epping Road on-ramp of approximately 75m, an eastern frontage to Lane Cove Road of approximately 95m, a southern frontage to Paul Street of approximately 60m and a western boundary of 95m, providing a total site area of 6,654m² (refer to

Figure 4).

TABLE 1 – SITE DESCRIPTION SUMMARY

ADDRESS	LOT NUMBER	DEPOSITED PLAN	LAND USE
126 Epping Road	Lot 1	DP 1087457	Single storey dwelling with carport
124A Epping Road	Lot 11	DP 1013188	One and two storey specialist medical centre with car park
372 Lane Cove Road	Lot 1	DP 1133943	Single storey brick dwelling

ADDRESS	LOT NUMBER	DEPOSITED PLAN	LAND USE
370 Lane Cove Road	Lot 1	DP 1134150	Single storey brick dwelling
368 Lane Cove Road	Lot 1	DP 1134153	Single storey brick dwelling
366 Lane Cove Road	Lot 1	DP 1134154	Single storey brick dwelling
1 Paul Street	Lot 5	DP 23568	Single storey brick dwelling

FIGURE 4 – AERIAL PHOTOGRAPH



Source: NSW Land and Property Information

2.3 FLOODING

A Flood Impact Assessment and Risk Management Report has been prepared by Northern Beaches Consulting Engineers Pty Ltd (refer to **Appendix C**). The Report notes the subject site is located within the vicinity of overland flow extents (for the 1 in 100 year flood event) of a flood as predicted by the Macquarie Park Floodplain Risk Management Study and Plan. The Report states, inter alia:

“It should be noted that Council flood information predicts that the 1% AEP flood extents will inundate part of the development site. These levels vary throughout the development site. Based on the existing site conditions this flood level is envisaged to enter the development site and inundate approximately 60% of the site.”

The report notes that the Preliminary Concept scheme generally meets the requirements of City of Ryde's Development Control Plan (DCP). This is discussed in detail in Section 8.3 of this report.

2.4 CONTAMINATION

A Preliminary Site Investigation has been prepared by Environmental Earth Sciences (**Appendix D**). The Investigation report was prepared to identify the potential for soil and/ or groundwater contamination at the site. The Report states:

"The potential sources of site contamination based on our site inspection and historical assessment of site activities are considered to be limited to:

- *Unverified imported fill material associated with the construction of buildings and concrete paved car parks located at the medical centre facility (No. 374 Lane Cove Rd and No. 124A Epping Rd); and*
- *Potential asbestos containing material in the residences including the garage structure located at No. 366 Lane Cove Road.*

There is also potential for localised spills of household chemicals, such as lubricant, coolant, fuel (e.g. for lawnmower/car), however these would be minimal and impact to human and environmental sensitive receptors would be limited."

Notwithstanding this, the Report concludes that the potential contamination is considered low. A full copy of the Investigation is included at **Appendix D**.

2.5 ACCESS AND PARKING

Two driveways provide access to the medical centre off the Epping Road on-ramp. Each residential dwelling has a separate driveway off Epping Road, Lane Cove Road and Paul Street.

The medical centre provides a total of 35 parking spaces. A vacant parcel of land provides informal parking for an additional 6 vehicles. Each of the dwellings within the subject site provides car parking for up to two vehicles per lot.

On street car parking is provided on both sides of Paul Street. Parking is 2 hour time restricted and there are approximately 41 spaces provided.

Details of car parking are provided in the Transport Impact Assessment prepared by GTA Consultants (**Appendix E**).

2.6 EXISTING CHARACTER AND CONTEXT

The subject site is located on the southern side of Epping Road, which forms a distinct boundary between low density housing to the south-west, and multi-level industrial and commercial development to the north-east. The surrounding area is described as follows:

- **North:** North of Epping Road is Pinnacle Business Park which contains commercial buildings up to eight storeys. The buildings are occupied by companies including Seiko and Sonic. Further north are Macquarie Shopping Centre, Macquarie University and Lane Cove National Park.
- **East:** To the east on the opposite side of Epping Road is a Business Park containing commercial buildings occupied by companies including Foxtel, Canon and Philips. Further east is an annex to Macquarie University, which contains sports field, hockey centre and university buildings.

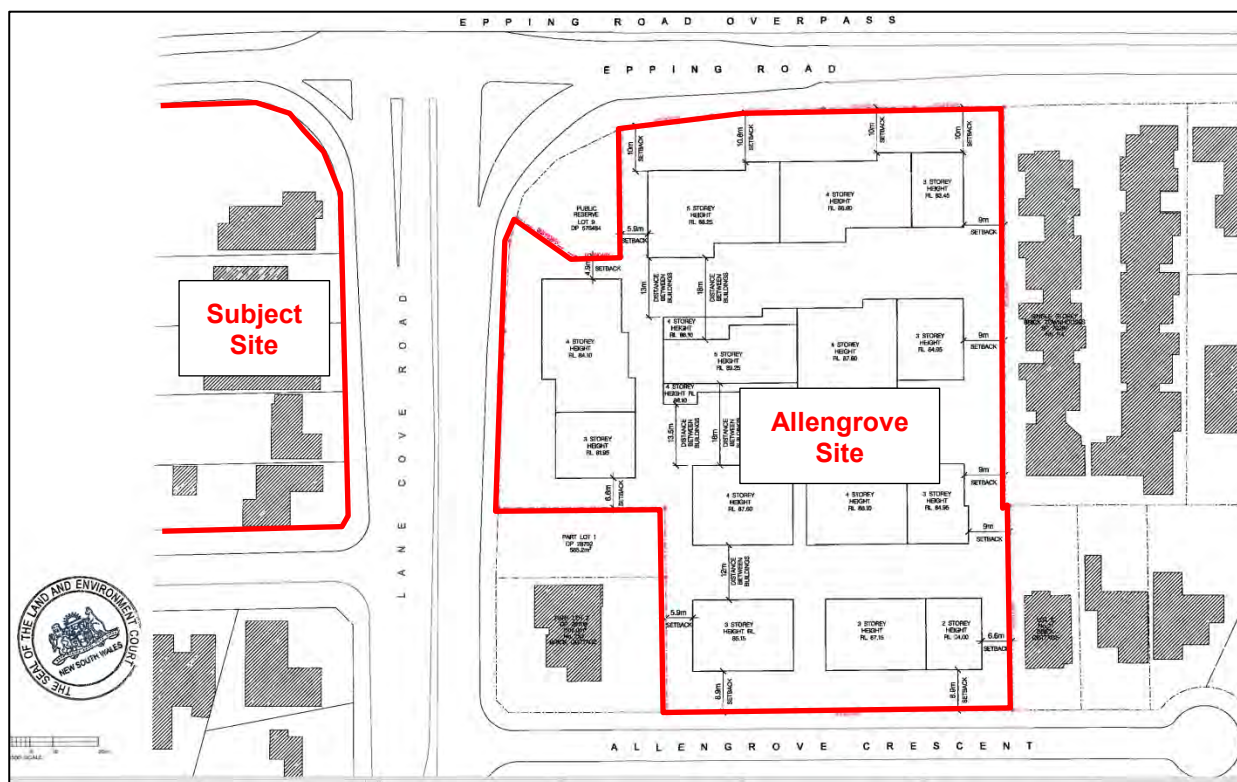
Further east is the North Ryde Station Precinct along the M2 Motorway and adjacent North Ryde Railway Station. The Precinct is a “Transit Oriented Development” which has direct access to North Ryde Station on the Epping to Chatswood Rail Link. The Precinct will comprise a high density residential precinct, mixed use precinct and station precinct (mixed uses around the station). Significant intensification of employment generating uses is planned in this area.

- **South East:** South east of Lane Cove Road is the Allengrove development at Nos. 1-9 Allengrove Crescent, Nos. 116a-122b Epping Road and Nos. 259-263 Lane Cove Road, North Ryde. The site was granted concept approval by the NSW Land and Environment Court under Part 3A of the EP&A Act 1979 in November 2012 (MP 10_0037). Concept approval was granted for use of the site for residential flat buildings, indicative building envelopes for 7 buildings to a maximum height of 89.25m AHD (five storeys), two basement levels of car parking, road works to support the development and landscaping (refer to Figure 5). The development is currently under construction.

As part of the Section 34 conciliation process in the Court proceedings, the applicant, EGC, submitted amended plans and supporting documentation reflecting a significantly reduced development. The amended plans:

- Reduced the maximum height of the development from eight storeys to five storeys at the corner of Epping Road and Lane Cove Road, and two to three-storeys fronting Allengrove Crescent. In the Commission’s view the reduced heights substantially improved the proposal’s relationship to the surrounding development, while minimising amenity impacts on neighbours;
 - Reduced the density and the number of car parking spaces; and
 - Secured reasonable amenity for future residents, subject to any future development application(s) complying with *SEPP 65 – Design Quality of Residential Flat Development* and the *Residential Flat Design Code 2002*.
- **South and West:** To the south and west are predominantly low density detached dwellings interspersed with a number of town-house and duplex developments. Land to the south and west is primarily zoned R2 Low Density Residential under the RLEP.

FIGURE 5 – MP 10_0037 CONCEPT PLAN ENVELOPES



Source: Candepas Associates, dated 19 August 2012

2.7 DEMOGRAPHICS

There are 10,115 residents in the suburb of North Ryde based on data derived from the 2011 ABS Census statistics. The following provides a brief discussion of the demographic characteristics of North Ryde in comparison with both the Ryde LGA and Sydney Greater Capital City Statistical Area (GCCSA).

2.7.1 AGE

The suburb has an older population and an above average medium age of 41 years and a significantly higher proportion of residents aged 65 years and over (17.2%) than both the Ryde LGA (14.3%) and the Sydney GCCSA (12.9%). In addition, the suburb represents a slightly lower than average percentage of persons that fall into the working age group of 25-54 years (40.7%) compared to the Ryde LGA (44.6%) and Sydney GCCSA (43.9%).

2.7.2 INCOME AND AFFLUENCE

The median household income of North Ryde is \$1,604 per week, higher than both Ryde LGA (\$1,466) and Sydney GCCSA (\$1,447).

2.7.3 HOUSING AND HOUSING TENURE

The majority (83.0%) of dwellings in North Ryde are separate houses. This proportion is significantly higher than the rest of the Ryde LGA (52.8%) and Sydney GCCSA (60.9%). Flats, units or apartments only comprise 5.4% of the dwelling stock in North Ryde, compared to 31.9% across Ryde LGA and 25.8% in the Sydney GCCSA.

Rates of home ownership are high in North Ryde, with 75.3% of residents owning their home outright or with a mortgage, compared to only 62.9% across the Ryde LGA and 65.2% across the Sydney GCCSA.

The average household size is slightly greater at 2.8 persons per household compared to 2.6 persons nationwide. The majority of families in North Ryde are couples with children (53.7%), higher than Ryde LGA (49.1%) and Sydney GCCSA (48.9%).

2.7.4 EMPLOYMENT

Unemployment in North Ryde is relatively low at 4.6% compared to 5.7% in Sydney GCCSA. Employment profiles for the region reflects the prominence of Macquarie University, Ryde and Macquarie Hospitals, Macquarie Technology Centre and Riverside Corporate Park.

In North Ryde 29.0% of residents are employed as professionals, 18.4% as clerical and administrative workers and 13.9% as managers. The top three industries are professional, scientific and technical services, education and training, and health care and social assistance. The proportion of persons employed in blue collar industries, such as construction and manufacturing, are lower in Ryde LGA than Sydney GCCSA, possibly related to housing affordability in the area.

2.7.5 IMPLICATIONS

Given the low rate of multi-unit housing currently provided in North Ryde, combined with the increase in employment in Macquarie Park and the opening of the Epping-Chatswood rail link, demand exists for a greater range of housing options.

2.8 SURROUNDING ROAD, RAIL AND BUS NETWORK

2.8.1 ROAD NETWORK

The subject site has a northern frontage to Epping Road, an eastern frontage to Lane Cove Road and a southern frontage to Paul Street.

- Epping Road in the vicinity of the subject site is a divided two way carriage way carrying three lanes each of traffic in an east to west direction. The west bound on-ramp to Epping Road bounds the site to the north.
- Lane Cove Road in the vicinity of the subject site is a divided two way carriage way carrying three lanes each of traffic in an north to south direction. Parking is located on each side of the road.
- Paul Street is a two way carriage way carrying one lane each of traffic in an east to west direction.
- Epping Road and Lane Cove Road are State roads according to the RMS road hierarchy. Paul Street is a local road.

Further details of the surrounding road network are provided in the Transport Impact Assessment prepared by GTA Consultants (**Appendix E**).

2.8.2 RAIL NETWORK

The subject site is 400m from the Macquarie Park Railway Station to the north. Macquarie Park is serviced by the T1 North Shore and Northern Line, which operates regular and frequent services between Berowra to the CBD via Macquarie University.

2.8.3 BUS NETWORK

The site is well serviced by the regional bus network with bus stops located less than 400m away on Epping and Lane Cove Roads (refer to Figure 6). These bus stops are serviced by Routes:

- 140 - Manly to Epping;
- 290, 292, 293 and 294 -Epping to CBD;
- 458 and 459 - Macquarie University to Burwood;
- 506 - Macquarie University to CBD;
- 545 and 550 - Parramatta to Chatswood; and,
- M41 – Marsfield to Hurstville.

A detailed map of Macquarie Park, New South Wales, Australia, illustrating the location of the 'Subject Site' and its proximity to major bus routes and public transport hubs. The map features a color-coded bus route network with various line numbers and names, including M41, M54, M55, M56, M57, M58, M59, M60, M61, M62, M63, M64, M65, M66, M67, M68, M69, M70, M71, M72, M73, M74, M75, M76, M77, M78, M79, M80, M81, M82, M83, M84, M85, M86, M87, M88, M89, M90, M91, M92, M93, M94, M95, M96, M97, M98, M99, M100, M101, M102, M103, M104, M105, M106, M107, M108, M109, M110, M111, M112, M113, M114, M115, M116, M117, M118, M119, M120, M121, M122, M123, M124, M125, M126, M127, M128, M129, M130, M131, M132, M133, M134, M135, M136, M137, M138, M139, M140, M141, M142, M143, M144, M145, M146, M147, M148, M149, M150, M151, M152, M153, M154, M155, M156, M157, M158, M159, M160, M161, M162, M163, M164, M165, M166, M167, M168, M169, M170, M171, M172, M173, M174, M175, M176, M177, M178, M179, M180, M181, M182, M183, M184, M185, M186, M187, M188, M189, M190, M191, M192, M193, M194, M195, M196, M197, M198, M199, M200, M201, M202, M203, M204, M205, M206, M207, M208, M209, M210, M211, M212, M213, M214, M215, M216, M217, M218, M219, M220, M221, M222, M223, M224, M225, M226, M227, M228, M229, M230, M231, M232, M233, M234, M235, M236, M237, M238, M239, M240, M241, M242, M243, M244, M245, M246, M247, M248, M249, M250, M251, M252, M253, M254, M255, M256, M257, M258, M259, M260, M261, M262, M263, M264, M265, M266, M267, M268, M269, M270, M271, M272, M273, M274, M275, M276, M277, M278, M279, M280, M281, M282, M283, M284, M285, M286, M287, M288, M289, M290, M291, M292, M293, M294, M295, M296, M297, M298, M299, M300, M301, M302, M303, M304, M305, M306, M307, M308, M309, M310, M311, M312, M313, M314, M315, M316, M317, M318, M319, M320, M321, M322, M323, M324, M325, M326, M327, M328, M329, M330, M331, M332, M333, M334, M335, M336, M337, M338, M339, M340, M341, M342, M343, M344, M345, M346, M347, M348, M349, M350, M351, M352, M353, M354, M355, M356, M357, M358, M359, M360, M361, M362, M363, M364, M365, M366, M367, M368, M369, M370, M371, M372, M373, M374, M375, M376, M377, M378, M379, M380, M381, M382, M383, M384, M385, M386, M387, M388, M389, M390, M391, M392, M393, M394, M395, M396, M397, M398, M399, M400, M401, M402, M403, M404, M405, M406, M407, M408, M409, M410, M411, M412, M413, M414, M415, M416, M417, M418, M419, M420, M421, M422, M423, M424, M425, M426, M427, M428, M429, M430, M431, M432, M433, M434, M435, M436, M437, M438, M439, M440, M441, M442, M443, M444, M445, M446, M447, M448, M449, M450, M451, M452, M453, M454, M455, M456, M457, M458, M459, M460, M461, M462, M463, M464, M465, M466, M467, M468, M469, M470, M471, M472, M473, M474, M475, M476, M477, M478, M479, M480, M481, M482, M483, M484, M485, M486, M487, M488, M489, M490, M491, M492, M493, M494, M495, M496, M497, M498, M499, M500, M501, M502, M503, M504, M505, M506, M507, M508, M509, M510, M511, M512, M513, M514, M515, M516, M517, M518, M519, M520, M521, M522, M523, M524, M525, M526, M527, M528, M529, M530, M531, M532, M533, M534, M535, M536, M537, M538, M539, M540, M541, M542, M543, M544, M545, M546, M547, M548, M549, M550, M551, M552, M553, M554, M555, M556, M557, M558, M559, M560, M561, M562, M563, M564, M565, M566, M567, M568, M569, M570, M571, M572, M573, M574, M575, M576, M577, M578, M579, M580, M581, M582, M583, M584, M585, M586, M587, M588, M589, M590, M591, M592, M593, M594, M595, M596, M597, M598, M599, M600, M601, M602, M603, M604, M605, M606, M607, M608, M609, M610, M611, M612, M613, M614, M615, M616, M617, M618, M619, M620, M621, M622, M623, M624, M625, M626, M627, M628, M629, M630, M631, M632, M633, M634, M635, M636, M637, M638, M639, M640, M641, M642, M643, M644, M645, M646, M647, M648, M649, M650, M651, M652, M653, M654, M655, M656, M657, M658, M659, M660, M661, M662, M663, M664, M665, M666, M667, M668, M669, M670, M671, M672, M673, M674, M675, M676, M677, M678, M679, M680, M681, M682, M683, M684, M685, M686, M687, M688, M689, M690, M691, M692, M693, M694, M695, M696, M697, M698, M699, M700, M701, M702, M703, M704, M705, M706, M707, M708, M709, M710, M711, M712, M713, M714, M715, M716, M717, M718, M719, M720, M721, M722, M723, M724, M725, M726, M727, M728, M729, M730, M731, M732, M733, M734, M735, M736, M737, M738, M739, M740, M741, M742, M743, M744, M745, M746, M747, M748, M749, M750, M751, M752, M753, M754, M755, M756, M757, M758, M759, M760, M761, M762, M763, M764, M765, M766, M767, M768, M769, M770, M771, M772, M773, M774, M775, M776, M777, M778, M779, M780, M781, M782, M783, M784, M785, M786, M787, M788, M789, M790, M791, M792, M793, M794, M795, M796, M797, M798, M799, M800, M801, M802, M803, M804, M805, M806, M807, M808, M809, M810, M811, M812, M813, M814, M815, M816, M817, M818, M819, M820, M821, M822, M823, M824, M825, M826, M827, M828, M829, M830, M831, M832, M833, M834, M835, M836, M837, M838, M839, M840, M841, M842, M843, M844, M845, M846, M847, M848, M849, M850, M851, M852, M853, M854, M855, M856, M857, M858, M859, M860, M861, M862, M863, M864, M865, M866,

URBIS
SA5543_PLANNING PROPOSAL_EPPING AND LANE COVE ROADS

3 Strategic Planning Context

3.1 METROPOLITAN STRATEGY – A PLAN FOR GROWING SYDNEY

The draft Metropolitan Strategy, *A Plan for Growing Sydney*, is a new plan to guide Sydney's growth and to create a strong global city, a great place to live. Once finalised, it will replace the *Metropolitan Plan for Sydney to 2036*.

The Strategy estimates that there will be approximately 689,000 new jobs across Sydney by 2031, a sign of the growing prosperity of the city. Sydney is growing much faster than ever anticipated in previous strategies and to accommodate the bigger population, 664,000 new homes will be needed.

Once finalised, the Department of Planning and Infrastructure will then develop Subregional Delivery Plans for local areas of Sydney in partnership with communities and local councils. These will replace the Draft Subregional Strategies.

3.1.1 GLOBAL ECONOMIC CORRIDOR

The site is located across Epping Road from the Macquarie Park industrial / technology park. This area is recognised at all levels of government as a critical component of the Global Economic Corridor, which extends from Port Botany and Sydney Airport, through Global Sydney to Macquarie Park. It includes centres such as Chatswood and Bondi Junction, the Strategic Centres of St Leonards and Macquarie Park, four large universities and major health and entertainment precincts (refer to Figure 7).

The strategic economic importance of Macquarie Park has been reinforced by its escalation from a specialised precinct under the previous draft Metropolitan strategy to a Strategic Centre under the current draft Strategy. Further, its importance is strengthened by the completion of the Epping to Chatswood rail link, including three new railway stations in the Macquarie Park locality. The Metro Strategy describes the Global Economic Corridor as:

“The Global Economic Corridor extends from Macquarie Park through the Sydney CBD to Port Botany and Sydney Airport. It generates over 41 per cent of the NSW Gross State Product (GSP). This economic cluster is unique in Australia due to the extent, diversity and concentration of globally competitive industries.

Sydney's knowledge jobs are heavily concentrated within the Global Economic Corridor, including sectors such as education, financial and other business services, communications, high-tech manufacturing and emerging industries such as biotechnology. These sectors are at the forefront of innovation in Sydney's economy.”

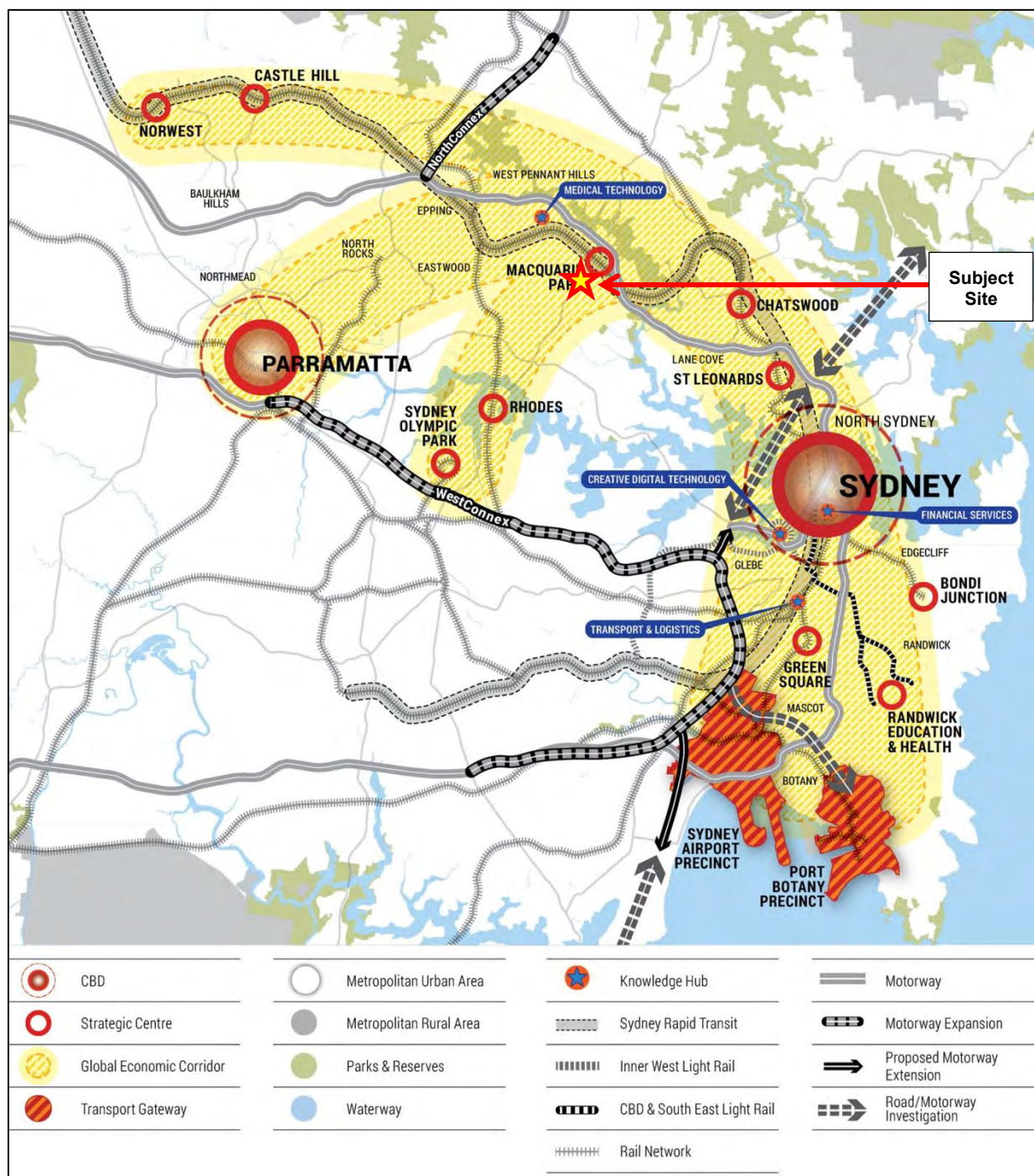
The Strategy estimates that by 2031, there will be demand for around 190,000 new stand-alone office jobs, many of which will be outside the Sydney CBD and North Sydney, in Chatswood, **Macquarie Park**, Norwest, Parramatta, Rhodes, St Leonards, Sydney Olympic Park and South Sydney. Macquarie Park in particular is performing very strongly and is important for Sydney's continued growth.

The Strategy identifies Macquarie Park as a Strategic Centre and includes a medical knowledge hub. One of the key directions of the Strategy is *Direction 1.7: Grow strategic centres – providing more jobs closer to home*. The proposal will assist with growing the Macquarie Park Strategic Centre:

- Locating new dwellings south of Epping Road will enable concentration of office development within the Strategic Centre and tackle potential land use conflicts arising from residential intrusions into commercial cores.
- The intensification of employment generating uses will be accompanied by a demand for housing close to work. The proposal will contribute new housing stock to accommodate additional workers expected in the area.

- The proposal will increase opportunities for people to work closer to home, being in close proximity to Macquarie Park and to public transport at Macquarie University. It will also provide opportunities for workers to access specialist jobs in the medical precinct.
- Being located close to the public transport network will provide many people with direct access to a range of job locations, as well as access to education facilities, health centres and hospitals, and sporting, cultural and entertainment facilities.

FIGURE 7 – GLOBAL ECONOMIC CORRIDOR



Source: A Plan for Growing Sydney

3.1.2 NORTH SUBREGION

The North Subregion includes the Ryde LGA and has the second largest Gross Regional Product, following the Central Subregion. Increases in the supply of housing and jobs will be focused around centres with good public transport, including Macquarie Park. Within the subregion, Macquarie Park is identified as a Strategic Centre. The key priorities for the Centre and a response to each are provided below:

- *Work with council to retain a commercial core in Macquarie Park for long-term employment growth.*

Response: The focus of the Economic Corridor is to increase jobs in Macquarie Park. The proposal will provide housing in close proximity to the Centre and transport and will accommodate new workers. The location of the subject site means that there is no residential intrusion into the commercial core to maintain the economic importance of the Centre.

- *Work with council to concentrate capacity for additional mixed-use development around train stations, including retail, services and housing.*

Response: The proposed mixed use development on the subject site will provide retail, commercial and residential uses in proximity to railway stations and bus routes.

- *Facilitate delivery of Herring Road, Macquarie Park Priority Precinct, and North Ryde Station Priority Precinct.*

Response: Housing targets will be increasing as the population grows. It is unlikely that the above precincts will be able to deliver housing to satisfy targets that are being formulated by Council and the Greater Sydney Commission. The proposal will provide housing support to these precincts.

- *Investigate potential future opportunities for housing in areas within walking distance of train stations.*

Response: The subject site is located along the Lane Cove Road corridor and is identified within an urban renewal investigation area (refer to Figure 8). The subject site is ideally located to provide housing 400m to Macquarie Park and North Ryde Railway Stations, as well as numerous bus routes along Epping and Lane Cove Roads. The proposal presents an opportunity to deliver housing prior to investigations to keep up with housing demand in the area.

- *Support education and health-related land uses and infrastructure around Macquarie University and Macquarie University Private Hospital.*

Response: The proposal will provide housing choice to support the workers and students of Macquarie University and Macquarie University Private Hospital.

- *Support the land use requirements of the Medical Technology knowledge hub.*

Response: The proposal will provide housing choice to support the workers and students of Macquarie University and Macquarie University Private Hospital.

The Draft Strategy emphasises the importance of maintaining the employment growth potential of Macquarie Park. The focus is therefore on protecting employment lands, especially as they form part of the Global Economic Corridor. Considering the above, there is a strong case to support significant residential density increases in locations that are outside the Macquarie Park employment precinct, and still within close proximity of the new railway stations.

Further, the Strategy does not set housing or job targets for the subregions. Sydney is growing and targets need to be revised to reflect the exponential growth. Councils will be working with the Greater Sydney Commission to develop new (higher) job and housing targets for strategic centres. It is unlikely that recent residential development and the Herring Road, Macquarie Park Priority Precinct and North Ryde Station Priority Precincts will be able to deliver the increased housing target. The proposal will assist in meeting future targets set for the subregion.

FIGURE 8 – NORTH SUBREGION



Source: A Plan for Growing Sydney

3.2 DRAFT INNER NORTH SUBREGIONAL STRATEGY

The metropolitan area of Sydney has been divided into ten subregions. Ryde Council and the subject site are located in the Inner North Subregion and included within the draft Inner North Subregion Strategy. The draft Strategy highlights the following targets for the Ryde LGA:

- Employment capacity target of 21,000 additional jobs by 2031; and
- Residential target of 12,000 new dwellings by 2031.

The Strategy also identifies Macquarie Park as a Specialised Centre, which is defined as “*areas containing major airports, ports, hospitals, universities, research and business activities. These perform a vital economic and employment role which generate metropolitan-wide benefits.*”

The Draft Inner North Subregional Strategy (the Subregional Strategy) provides the intended outcomes and specific parameters for the development of the subregion.

3.2.1 CENTRES AND CORRIDORS

The Centres Map in the Subregional Strategy identifies the subject site within the Global Economic Corridor and Enterprise Corridor, in proximity to Macquarie Park Specialised Centre and between the David Avenue and Avon Avenue Local Centres. The site is also adjacent a strategic bus corridor along Lane Cove Road (refer to Figure 9).

The Macquarie Park Specialised Centre represents one of two specialised centres in the Inner North Subregion. The future intent of the Macquarie Park Specialised Centre is:

“Macquarie Park to continue to evolve as Australia’s leading technology park, with jobs growth, further investment and improved public transport accessibility.”

It is anticipated that the Macquarie Park Specialised Centre will provide a total of 55,300 jobs by 2031 and the newly opened Epping to Chatswood rail line and its associated stations is hoped to:

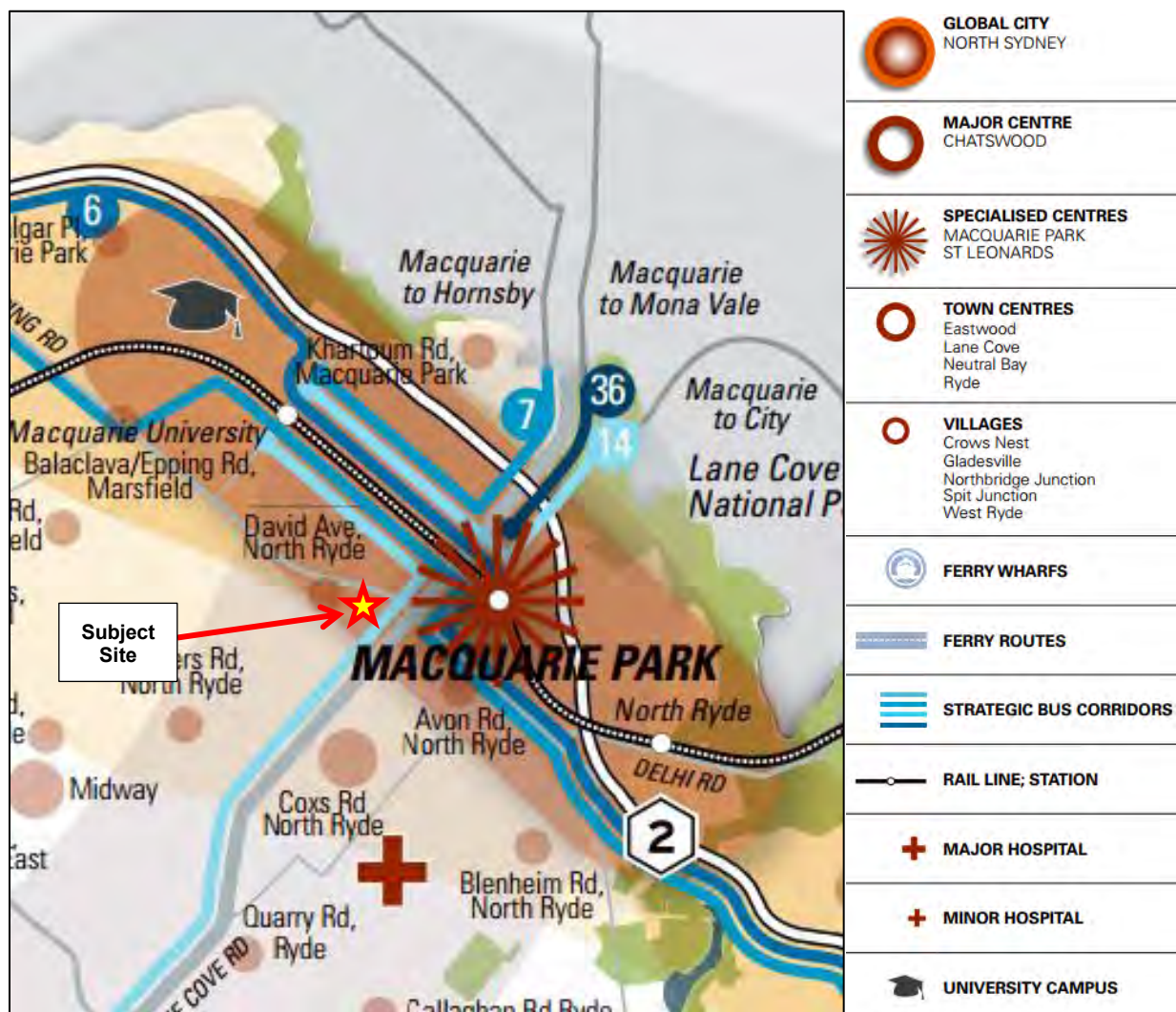
“... aid in furthering the economic role of Macquarie Park and improve accessibility to a broad labour market and suppliers.”

Most of land in the corridor has been reserved for the achievement of this intent with employment lands taking up most of the land along the newly created stations on the Epping to Chatswood railway. These stations are currently experiencing a lack of outbound patronage in the morning and inbound patronage in the evenings. The principal objective of the Macquarie Park area is to promote employment. In doing so the potential for housing development is limited. In order to ensure the full utilisation of the train line, and subsequently the sustainable development of the area, additional residential uses are required within easy access to transport options.

Figure 10 also shows the network of smaller centres located around the site, providing local services and facilities within walking distance. Specifically, the Avon Road and David Avenue shops are both identified as Neighbourhood Centres. However, the David Avenue shops are currently mostly vacant. The establishment of increased residential development within the area will improve the viability of struggling smaller centres.

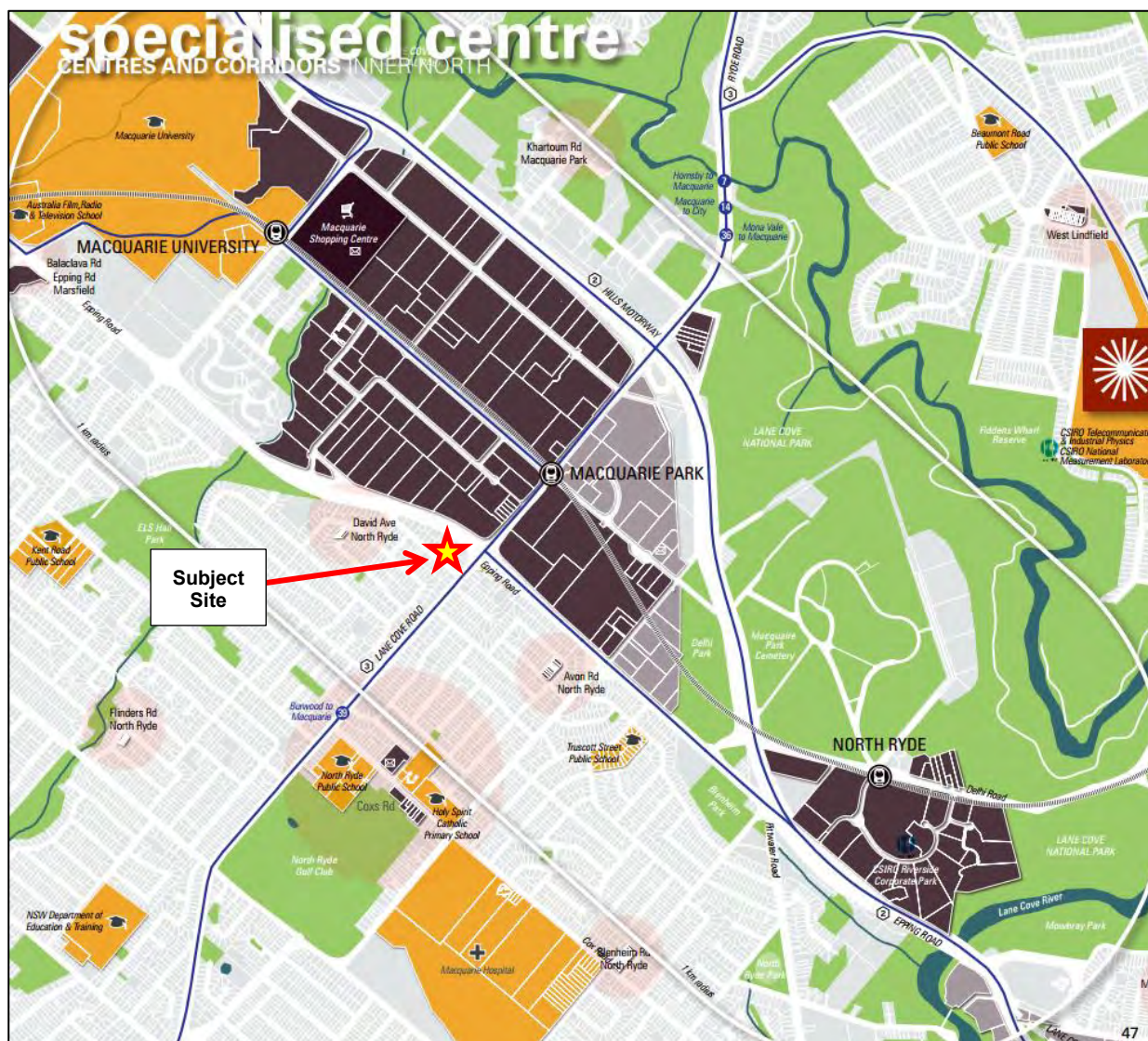
Figure 10 also demonstrates the parkland, medical services and education facilities within the area.

FIGURE 9 – CENTRES MAP INNER NORTH SUBREGION



Source: Draft Inner North Subregional Strategy

FIGURE 10 – MACQUARIE PARK SPECIALISED CENTRE MAP



Source: Draft Inner North Subregional Strategy

3.2.2 HOUSING PROVISION

The Subregional Strategy outlines a range of key directions and actions with respect to housing. The four key directions to the housing strategy are stated as follows:

- *To provide more housing opportunities to support a diverse workforce and population.*
- *To increase housing choice as part of the housing targets.*
- *Plan for 30,000 new dwellings.*
- *Enable communities to 'age in place'.*

The Planning Proposal seeks to add 180 new dwellings to the housing stock in the Ryde LGA. The new dwellings will contribute to achieving the actions identified in the 'Housing Strategy' chapter of the Subregional Strategy:

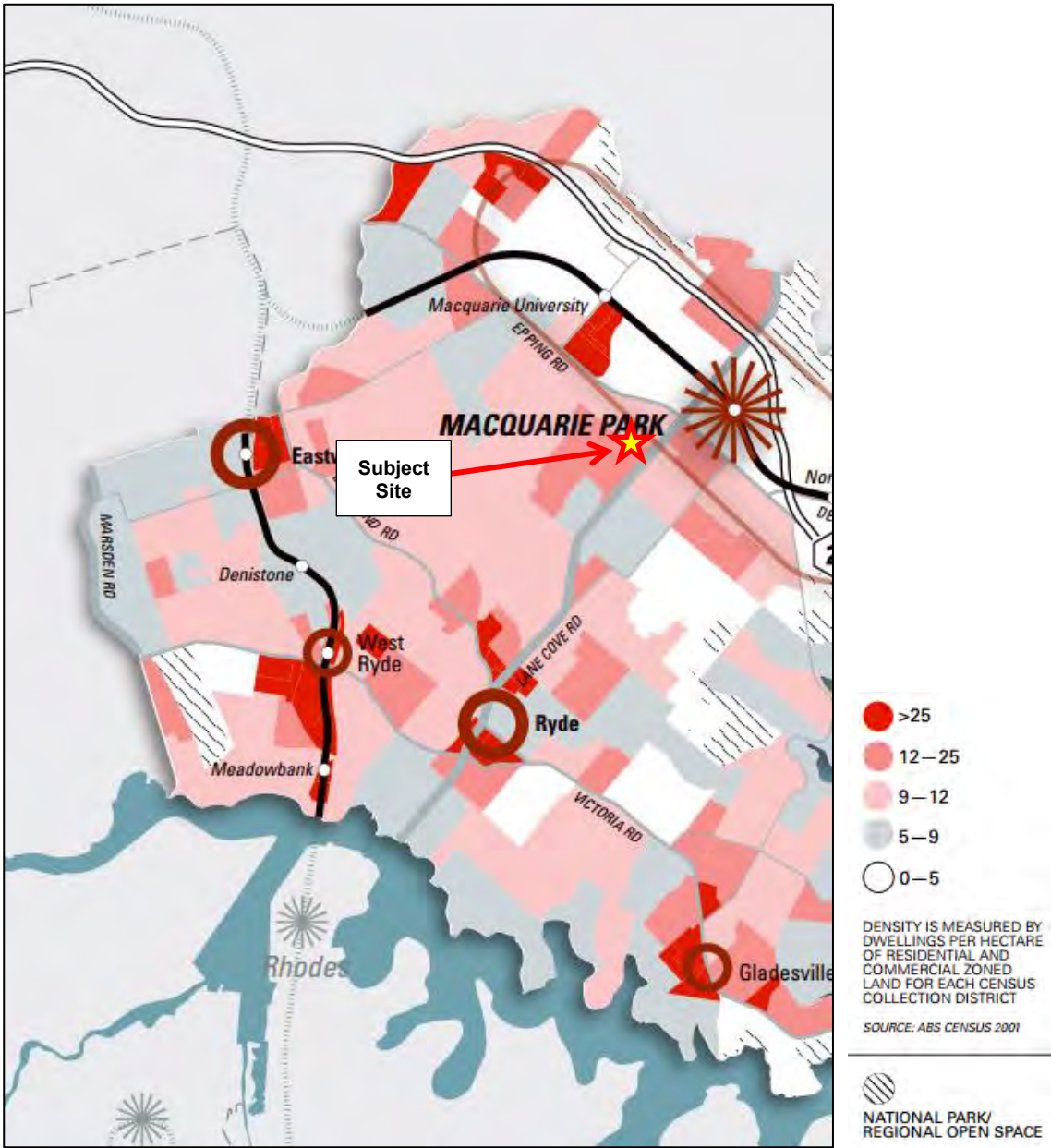
- *C1 – Ensure adequate supply of land and sites for residential development*
 - The proposal will maximise the potential for the site to contribute to the housing supply within the subregion and assist Council in identifying appropriate sites to achieve its target dwelling growth of 12,000 new homes by 2031.

- It provides new housing product within the LGA which benefits from the site's strategic location.
- It provides residential development within an existing serviced area directly adjacent to other residential land.
- *C2 – Plan for a housing mix near jobs, transport and services*
 - It provides a range of dwelling types offering between 1 and 3 bedroom units responding to the average household size and market demand.
 - It responds to the site's close proximity to major rail infrastructure.
 - It expands the housing supply within a walkable distance from the train station, bus routes, education facilities, medical services and shopping opportunities.
- *C5 – Improve the quality of new development and urban renewal*
 - It will provide a high quality architectural design with high quality materials and finishes.
 - It incorporates a cohesive landscape concept for the project and public domain.
 - Each residential apartment building will be designed in accordance with SEPP 65 and the RFDC at detailed DA stage.
 - It will provide a logical approach to housing diversity in a highly serviced existing urban area.

In addition, the Subregional Strategy seeks to concentrate residential development to strengthen centres and corridors and notes that the majority of residential growth should be accommodated within existing urban areas.

As evidenced in Figure 11, the existing residential character of the subregion provides very little density around the Macquarie Park Specialised Centre and the Epping to Chatswood Railway. Given the objectives of the Subregional Strategy in terms of dwelling provision, the proposal represents one of a few opportunities to provide increased housing within close proximity to both an existing centre and a range of transport options assisting with the attainment of dwelling targets.

FIGURE 11 – HOUSING - INNER NORTH SUBREGION



Source: Draft Inner North Subregional Strategy

4 Local Planning Framework

This section provides a summary of the existing local planning frameworks as may be relevant to the subject site.

4.1 RYDE LOCAL ENVIRONMENTAL PLAN

The Ryde Local Environmental Plan 2014 (RLEP 2014) is the principal Environmental Planning Instrument governing and guiding development within the Ryde LGA and was gazetted 9 September 2014.

4.1.1 AIMS OF THE PLAN

The particular aims of this Plan are as follows:

- (a) To encourage a range of development, including housing, employment and recreation, that will accommodate the needs of the existing and future residents of Ryde;*
- (b) To provide opportunities for a range of housing types that are consistent with adjoining development and the existing environmental character of the locality;*
- (c) To foster the environmental, economic, social and physical development of Ryde so that it develops as an integrated, balanced and sustainable city;*
- (d) To identify, conserve and promote Ryde's natural and cultural heritage as the framework for its identity, prosperity, liveability and social development;*
- (e) To improve access to the city, facilitate the maximum use of public transport and encourage walking and cycling;*
- (f) To protect and enhance the natural environment, including areas of remnant bushland in Ryde, by incorporating principles of ecologically sustainable development into land use controls;*
- (g) To preserve and improve the existing character, amenity and environmental quality of the land to which this Plan applies;*
- (h) In relation to economic activities, to provide a hierarchy of retail, commercial and industrial activities that enable employment capacity targets to be met, provide employment diversity and are compatible with local amenity.*

The proposal is consistent with these aims as outlined in **Section 8** of this Planning Proposal.

4.1.2 ZONING

The subject site is zoned R2 Low Density Residential under the RLEP 2014. Land south of Epping Road is zoned R2 while Macquarie Park to the north of Epping Road is zoned B3 Commercial Core and B7 Business Park (refer to Figure 12).

4.1.3 ZONE OBJECTIVES

The Objectives of the R2 zone are stated as:

- *To provide for the housing needs of the community within a low density residential environment.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*
- *To provide for a variety of housing types.*

4.1.4 PERMISSIBILITY

The permitted and prohibited uses in the R2 zone are stated:

2 Permitted without consent

Home occupations

3 Permitted with consent

Bed and breakfast accommodation; Boarding houses; Business identification signs; Child care centres; Community facilities; Dual occupancies (attached); Dwelling houses; Environmental protection works; Group homes; Health consulting rooms; Home-based child care; Hospitals; Multi dwelling housing; Places of public worship; Recreation areas; Residential care facilities; Respite day care centres; Roads; Secondary dwellings

4 Prohibited

Any development not specified in item 2 or 3

The LEP includes the following definition:

- **Health consulting rooms** means premises comprising one or more rooms within (or within the curtilage of) a dwelling house used by not more than 3 health care professionals at any one time.

Note. Health consulting rooms are a type of **health services facility**—see the definition of that term in this Dictionary.

- **Health services facility** means a building or place used to provide medical or other services relating to the maintenance or improvement of the health, or the restoration to health, of persons or the prevention of disease in or treatment of injury to persons, and includes any of the following:
 - (a) a medical centre,
 - (b) community health service facilities,
 - (c) health consulting rooms,
 - (d) patient transport facilities, including helipads and ambulance facilities,
 - (e) hospital.

Under the LEP, dwellings, dual occupancies and health consulting rooms are permitted with consent. However, residential flat buildings, shop top housing and health services facilities (medical centres) are prohibited uses. The existing medical centre is therefore a prohibited use and would rely on existing use rights for any future development. The existing medical centre creates an anomaly in the land use planning for Ryde.

In order to facilitate redevelopment of the site for mixed use, including a medical centre and appropriate ground floor retail activation and a range of residential apartments, amendments to the RLEP are required.

FIGURE 12 – EXTRACT FROM RLEP 2014 ZONING MAP



Source: Ryde LEP 2014

4.1.5 HEIGHT

Under the LEP, the subject site has a maximum building height of 9.5m (refer to Figure 13). To the north, sites along Lane Cove Road towards Macquarie Park Station have a maximum height of 30m to 37m. Sites along Epping Road have a maximum height of 22m.

4.1.6 FSR

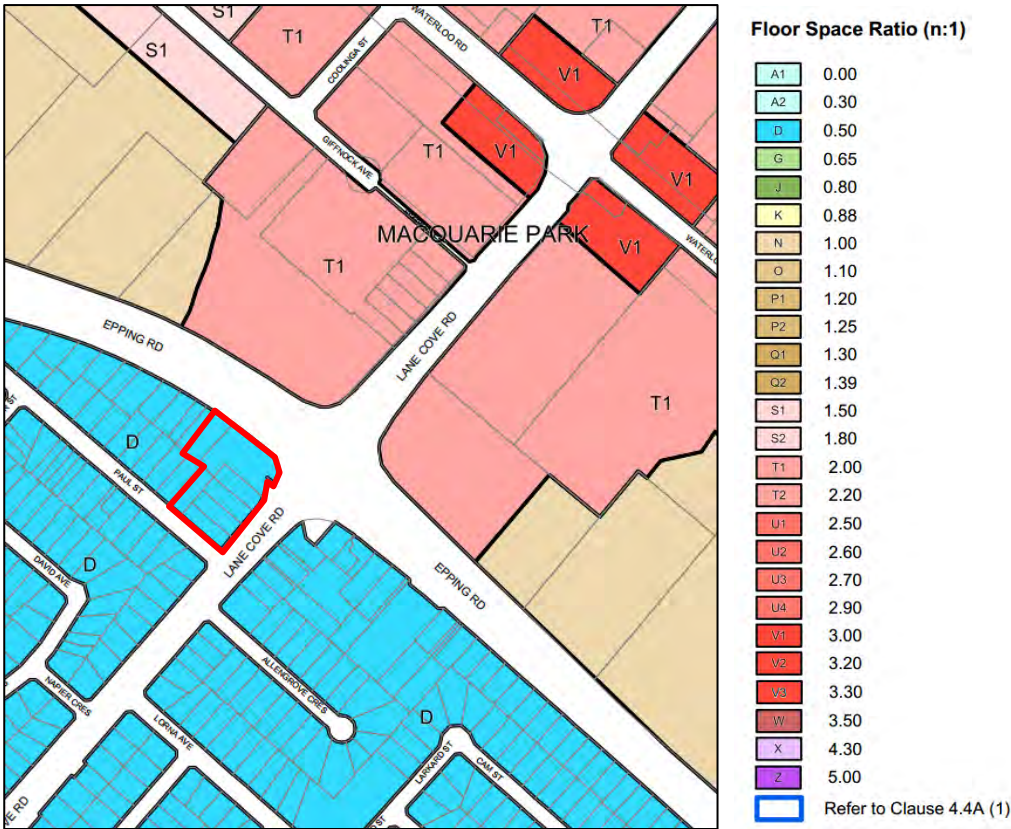
Under the LEP, the subject site has a maximum FSR of 0.5:1 (refer to Figure 14). To the north, sites along Lane Cove and Epping Roads have a maximum FSR of 2:1. Towards Macquarie Park Station, at the intersection of Waterloo and Lane Cove Roads the FSR is 3:1. Sites along Epping Road have a maximum height of 22m.

FIGURE 13 – EXTRACT OF HEIGHT OF BUILDINGS MAP



Source: Ryde LEP 2014

FIGURE 14 – EXTRACT OF FSR MAP



Source: Ryde LEP 2014

5 Planning Proposal Overview

5.1 OVERVIEW

A Preliminary Concept Design has been prepared by Bates Smart for the potential redevelopment of the Frampina Developments landholdings (separately submitted). Some key features of the Urban Design Strategy include:

- **Height:** The Preliminary Concept design masses building height towards the Epping Road and Lane Cove Road intersection to properly address the corner location and to be consistent with taller buildings to the north (refer to Figure 15 and Figure 16). Heights step down to the south, west and south west corner to transition to the lower density residential zone. Heights would increase from two storeys to a maximum of 12 storeys.
- **GFA:** The Concept Design demonstrates that a GFA of 16,643m² can be accommodated on site, which equates to an FSR of 2.5:1. The building layout and form is such that sufficient separation distances and landscaping are provided in accordance with the Residential Flat Design Code.
- **Residential** – Redevelopment will provide 180 new dwellings with a residential GFA of 15,539m².
- **Retail and Commercial Uses:** The corner of Epping and Lane Cove Road will accommodate 1,104m² of retail/commercial/medical uses (Figure 17). These uses will activate the street levels and cater for the new population near transport nodes and provide opportunities to work closer to home.
- **Car Parking:** Two levels of basement car parking will provide 255 car spaces, 50 bicycle spaces and 7 motorcycle spaces. Parking has been provided in accordance with Council's minimum DCP rate.
- **Access:** The Preliminary Concept Design reduces the number of vehicle crossings from seven to two, which will significantly improve the streetscape appearance and reduce conflict between pedestrians and vehicles. One ingress/egress driveway is located in the north-west corner of the site off Epping Road on ramp, which is grade separated. A second ingress/egress driveway is off Paul Street, a secondary road.
- Each driveway considers the immediate road hierarchy, surrounding properties and general traffic and pedestrian safety. The driveway along the Epping Road on-ramp frontage is proposed adjacent to the western boundary of the site and therefore provides more than adequate distance from the grade separated intersection of Epping Road and Lane Cove Road further to the east. This ensures good sightlines to approaching vehicles, pedestrian amenity and safety, and effectively improves the site layout over that of the existing arrangements.
- The Paul Street driveway also considers the local road hierarchy noting that the majority of vehicles will access the site directly to/from Lane Cove Road. The number of driveway crossovers will also reduce along all frontages, with no access proposed via Lane Cove Road along the sites eastern boundary.
- The proposed access arrangements, combined with the basement car park layout and connectivity would ensure a relatively even distribution of traffic to/from the site. The Epping Road on-ramp also provides for the most efficient site entry due to its location and ability to accommodate vehicles approaching from all directions.
- **Open Space:** The building configuration has been designed to maximise deep soil, soft landscaping and communal open space. The concept provides in the order of 2,695m² landscaping (pervious area), which is 40% of the site (refer to Figure 18). The landscaping includes 18% of deep soil. A Preliminary landscape Concept has been prepared by Arcadia and is attached at **Appendix F**.
- **Flood planning:** Part of the site is located within an identified flood zone. A review of available data obtained from Council predicts the 100 Year ARI and the PMF (Probable Maximum Flood) level. All floor levels are a minimum of 500mm above the 100 year ARI flood level (refer to **Appendix C**).

- The site is classified as being of Medium Flood Risk in accordance with Ryde Council's DCP 2011. With proper controls, land uses including residential and commercial development are possible on the site.
- Preliminary Stormwater Concept Plans have also been prepared to accompany the Preliminary Concept Design (**Appendix G**).

FIGURE 15 – SITE PLAN



Source: Bates Smart Preliminary Concept Design

FIGURE 16 – VIEWS IN CONTEXT



Source: Bates Smart Preliminary Concept Design

FIGURE 17 – LOWER GROUND FLOOR PLAN



Source: Bates Smart Preliminary Concept Design

FIGURE 18 – CONCEPT LANDSCAPE PLAN



Source: Arcadia Landscape Architecture

5.2 PARTS OF THE PLANNING PROPOSAL

This Planning Proposal has been prepared in accordance with Sections 55 (1) and (2) of the *Environmental Planning and Assessment Act 1979* with consideration of the relevant guidelines, namely “*A Guide to Preparing Planning Proposals*” issued by the Department of Planning and Infrastructure in April 2013.

Accordingly, the proposal is discussed in the following parts:

- **Part 1** – A statement of the objectives or intended outcomes.
- **Part 2** – An explanation of the provisions that are to be included in the proposed LEP.
- **Part 3** – The justification for the planning proposal and the process for the implementation.
- **Part 4** – Mapping.
- **Part 5** – Details of community consultation that is to be undertaken for the planning proposal.
- **Part 6** – Project timeline.

Discussion for each of the above parts is outlined in the following chapters.

6 Part 1 – Objectives and Intended Outcomes

This section identifies the objectives and intended outcomes of the Planning Proposal.

6.1 OBJECTIVES

The primary objective of the planning proposal is to provide quality medium to high density mixed retail/commercial and residential development in an appropriate and accessible location.

The rezoning and increased density will create a high quality mixed use development that, alongside the redevelopment of surrounding lands, will make a meaningful contribution to the growth of North Ryde and the broader Ryde LGA.

6.2 INTENDED OUTCOMES

The proposed amendments to the RLEP 2014 will have the following key outcomes:

- Consistency with State government policy to encourage growth within existing centres: The proposal would generate new employment and housing opportunities within walking distance of major employment, retail, health and education facilities and excellent public transport connectivity.
- Consistency with State government housing targets: The proposal will increase the density on the subject site to provide opportunities for additional dwellings, in accordance with housing targets set by the NSW State Government and to accommodate the expected workers and students to the area.
- Sound planning practice and transport focused development: Increased densities around business centres and transport nodes, particularly Macquarie Park and the future North Ryde Station precinct, is consistent with good planning practice and promotes more sustainable and transport focused development.
- Timely delivery of the redevelopment of the site: The Planning Proposal provides an opportunity to manage future development of the site in a timely, logical and comprehensive manner, allowing for the introduction of development infrastructure of a suitable scale and nature.
- A high quality mixed use development that successfully integrates with the emerging context: The proposed LEP amendments respond to the emerging pattern of development that surrounds the site, including the Allengrove and Whiteside developments and within the North Station Precinct and Macquarie Park.
- High quality built form on a prominent corner location: Building height is massed towards the Epping and Lane Cove Road intersection to properly address the corner location and to be consistent with taller buildings to the north.
- Improved pedestrian safety: Redevelopment of the consolidated site will reduce the number of vehicle crossings from seven to two and minimise conflict between vehicles and pedestrians.
- Street activation: New local retail facilities and public spaces will activate the primary streets and complement the proposed land uses to encourage pedestrian activity and vibrancy.
- Landscape Opportunities: The large consolidated site provides opportunities for well-considered landscape areas, communal open spaces and deep soil planting.

7 Part 2 – Explanation of the provisions that are to be included in the proposed LEP

The section provides an explanation of how the objectives or intended outcomes are to be achieved by means of new controls on development imposed through an LEP amendment.

7.1 OVERVIEW

The purpose of the Planning Proposal is to amend RLEP 2014 to allow the comprehensive redevelopment of the site for the purposes of residential, retail, commercial and medical uses. Accordingly the proposal seeks the following amendments to the RLEP 2014 provisions:

- Zoning: Change the zoning of the site from R2 Low Density Residential to B4 Mixed Use.
- Height of buildings: Change the maximum height of the buildings from 9.5m to 44.5m.
- Floor space ratio: Change the maximum FSR from 0.5:1 to 2.5:1.

7.2 AMENDMENT TO ZONING

The existing Zoning Map that accompanies RLEP 2014 zones the subject site R2 Low Density Residential. It is proposed to amend the zoning to B4 Mixed Use in order to permit residential flat buildings, shop top housing, retail, commercial and medical centres on the site. The proposed outcome will be achieved by amending the RLEP 2014 Zoning Map applicable to the site in accordance with the proposed zoning map, which indicates a B4 zone for the site (refer to **Appendix B**).

7.3 AMENDMENT TO BUILDING HEIGHT

The existing Height of Building Map limits development within the site to a maximum height of 9.5m. It is proposed to amend the height development standard to permit a maximum height of 44.5m. The proposed outcome will be achieved by amending the RLEP 2014 Height of Building Map in accordance with the proposed height map, which indicates a maximum permissible height of 44.5m applicable to the site (refer to **Appendix B**). It should be noted that the Preliminary Concept Drawings propose varied heights of 10.3m to 40.1m. A height limit of 44.5m is proposed to be consistent with Council's LEP Mapping. The maximum height of future buildings will be determined by the maximum FSR and maintaining amenity to adjoining properties in accordance with SEPP 65, the RFDC and the DCP.

We note that the current Height of Building Map does not reflect the changing character of the area south of Epping Road, with the recent Allengrove and Whiteside developments achieving heights up to 21.5m. Figure 18 demonstrates the heights of buildings as proposed on the subject site and approved for Allengrove and Whiteside (refer to Figure 19).

FIGURE 19 – BUILDING HEIGHTS AS APPROVED/BUILT



Source: Urbis January 2015

7.4 AMENDMENT TO FSR

The existing Floor Space Ratio Map prescribes a maximum FSR of 0.5:1 for the site. It is proposed to amend the FSR development standard to permit a maximum FSR of 2.5:1. The proposed outcome will be achieved by amending the RLEP 2014 Floor Space Ratio Map in accordance with the proposed FSR map, which indicates a maximum permissible FSR of 2.5:1 applicable to the site (refer to **Appendix B**).

7.5 RELATIONSHIP TO EXISTING LOCAL PLANNING INSTRUMENT

It is proposed that RLEP 2014 will continue to apply to the site and will be amended by the site specific LEP.

8 Part 3 – Justification for the Planning Proposal

This section provides the justification for the planning proposal and the process for the implementation.

8.1 PLANNING AND STRATEGIC JUSTIFICATION OVERVIEW

There are a number of compelling planning and strategic reasons to justify the proposed rezoning and increase in density, as outlined below.

- **Strategic Location** – The landholding is located in a very strategic location, being in close proximity and accessible to Macquarie Park, which is one of Sydney's largest employment areas and rapidly developing high density residential living area. Macquarie Park includes the University, business parks, research precinct, shopping centre and three railway stations. Macquarie Park has employment targets of 55,300 jobs by 2031. The proposal will contribute 180 new dwellings to accommodate expected workers and encourage work closer to home initiatives.
- **Proximity to Infrastructure and Services** - The property is located within approximately 400m of Macquarie Park Station, which provides connections from Hornsby to the City via Macquarie University service on the T1 North Shore and Northern Line. The site is also within 1.5km of Macquarie University and the Macquarie Park Shopping Centre. Bus stops are located outside the site on Epping and Lane Cove Roads which provide connections between Epping, Macquarie Centre, Marsfield and the city on routes 290, 293, 459, 506 and M41. The site's proximity to transport, infrastructure, employment and other services, make it ideal to accommodate more intensive use and development than the current planning controls allow.
- **Large Land Holding** - Opportunities for larger, consolidated sites that can respond positively to balancing an uplift in employment with housing opportunities in close proximity to public transport are challenging within the context of North Ryde as Ryde City Council's current and future planning controls largely seek to prohibit residential development to the north of Epping Road (i.e. within Macquarie Park Corridor).

While some residential sites within Macquarie Park Corridor have been approved, or are currently subject to Part 3A, there are still limited opportunities outside the corridor which are in close proximity to railway infrastructure which needs to be recognised. Fragmented land ownership and amalgamation of viable development sites is challenging. Therefore, sites like the proposed which can assist with providing new housing opportunities should be supported.

- **Housing** - The proposal will contribute to the achievement of the State Government's housing targets and connect residents with employment opportunities. Under the Draft Subregional Strategy, Ryde LGA has a housing target of 12,000 additional dwellings by the year 2031. The proposal will support the continued economic growth of the locality by integrating housing and employment opportunities. The project will also increase diversity of housing supply.
- **Housing Affordability** - Housing affordability is recognised as a key issue identified in the NSW State Plan. A high proportion of Ryde LGA (circa 90%) is composed of detached housing, with a limited diversity of alternative housing typologies, including residential flat buildings. The provision of additional housing types will assist with the supply and affordability of housing stock within the area.
- **Transition Areas** - Council Local Planning Study identifies the residential area to the south of Epping Road as having the potential for future transition areas. The southern side of Epping Road has relatively good access to the employment, retail, entertainment, and public transport opportunities within Macquarie Park, as well as nearby Lane Cove National Park and the regional road network. Investigation of this area will help address the housing needs of the local community.
- **Built Context** – The Department of Planning supported the eight storey height and density proposed on the Allengrove site in 2012. Although the development was scaled back by the PAC and Court, the Department considered the higher scale and density appropriate given the site adjoins the Macquarie Specialised Centre, is located in close to proximity to public transport, mitigated impacts from the surrounding road network and managed impacts on neighbouring properties. The subject site is

better placed to minimise impacts as it is bordered by roads on three sides and will ensure privacy and sunlight is maintained to neighbouring properties.

- **Built Form and Amenity Impacts-** The proposal responds to adjacent dominant road infrastructure and balances the mass and form of taller commercial development to the north with appropriate stepping down and setting back from adjoining properties. The proposed 10 and 12 storey building envelopes on Epping and Lane Cove Roads are considered an appropriate design response to the site's gateway location at a major intersection and strategic proximity to Sydney's global economic corridor and public transport infrastructure.

The scale and form of the project was determined by a thorough analysis of the local context. As part of this analysis it was considered that development which could respond to the adjacent dominant road infrastructure, and manage amenity impacts on surrounding properties would be a better outcome than low-scale detached housing or alternative housing types.

The height at Epping Road and Lane Cove Road is consistent with the height of built form to the north of Epping Road and relates well to the Allengrove development to the east. The built form steps down to the south and east, providing an appropriate transition to the surrounding low-scale context.

The proposed envelopes have been tested in terms of their impacts on surrounding properties, and in accordance with the guidance contained within RFDC (see Section 4). These substantially comply with this guidance, and will ensure that no unreasonable amenity impacts are created.

Shadow Diagrams have been prepared for the Concept envelopes. These demonstrate that the majority of shadow falls over the roads. Development to the south along Paul Street and development to the east at Allengrove will have sun for more than three hours during winter.

Accordingly, based on the above, there is sufficient planning and strategic justification to rezone the site for mixed use and increase the density.

8.2 QUESTIONS TO CONSIDER WHEN DEMONSTRATING THE JUSTIFICATION

8.2.1 SECTION A – NEED FOR THE PLANNING PROPOSAL

Q1. Is the planning proposal a result of any strategic study or report?

Yes.

Council has prepared a Local Planning Study in response to the Metropolitan Strategy and Inner North Draft Subregional Strategy. The Local Planning Study aims to guide the preparation of a new comprehensive LEP for the City of Ryde. The study notes that the residential area to the south of Epping Road has the potential for future transition areas (refer to Figure 20). The Study further notes that the southern side of Epping Road has relatively good access to the employment, retail, entertainment, and public transport opportunities within Macquarie Park, as well as nearby Lane Cove National Park and the regional road network. Council's preferred option is to investigate the southern side of Epping Road to determine the location, extent and character of any potential future transition areas. This option will help address the housing needs of present and future residents of the city of Ryde in an area close to jobs, public transport, shopping, services, education and recreation opportunities.

The Council's resolution to investigate the area to the south of Epping Road acknowledges the strategic role and function that areas adjacent to Macquarie Park Corridor will contribute to. The approved and constructed Allengrove and Whiteside developments are part of a very limited supply of housing within the investigation area. The subject site has been consolidated into a large viable site for higher density residential flat development and therefore represents a strategic opportunity to:

- Contribute to the achievement of housing targets;
- Enliven the Macquarie Park Corridor;

- Provide opportunities to live near jobs within the corridor; and,
- Increase the supply of housing in proximity of transport to shift transport movements from cars to public transport, walking or cycling and contribute to sustainability.

This Planning Proposal is the direct result of the recommendations of the Planning Study.

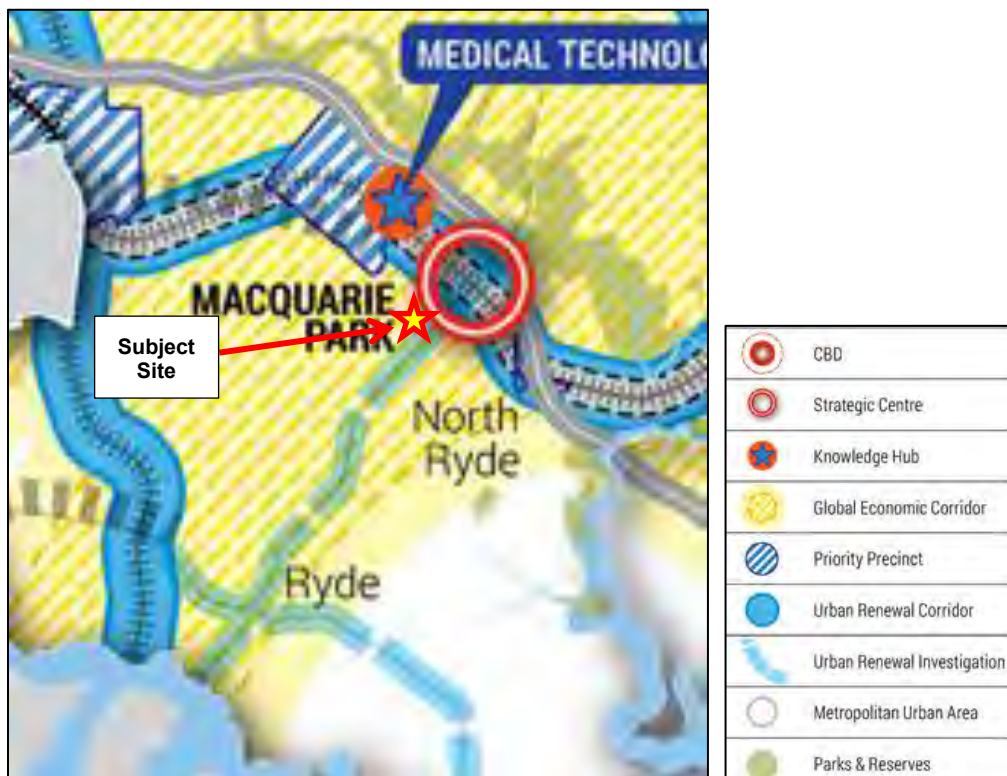
FIGURE 20 – AERIAL PHOTOGRAPH OF POTENTIAL FUTURE TRANSITIONAL AREA



Source: City of Ryde Local Planning Study

The need for further investigations south of Epping Road has also been identified in the draft North Subregion of *A Plan to Grow Sydney* (refer to Section 3.1.2 and Figure 21) . The Lane Cove Road corridor is designated as an urban renewal investigation area within the Macquarie Park Strategic Centre. The area will be investigated for potential future opportunities for housing as it is within walking distance of train stations. These investigations are needed to shape the subregional plan. Further actions will be identified through the subregional planning process.

FIGURE 21 – NORTH SUBREGION URBAN RENEWAL INVESTIGATION



Source: A Plan for Growing Sydney

Q2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes.

The purpose of the Planning Proposal is to enable the development of high density mixed use to occur on the site. To achieve this, amendments to the zoning and development standards that apply to the site are needed.

There is a strong case for higher density development than is currently possible under the existing planning controls given the site's proximity to Macquarie Park centre and existing public transport infrastructure at Macquarie Park and North Ryde stations and. Increasing development density on the site will provide accommodation for the expected workers and students within the Global Economic Corridor.

Without an amendment to the planning controls the proposed Concept Plan for the site cannot be achieved and the associated public benefits would be lost. The site is a logical and appropriate place to concentrate future growth within the Ryde LGA, being within an area designated for potential future investigation and growth.

8.2.2 SECTION B – RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

Q3. Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

Yes.

The Planning Proposal is consistent with the objectives, actions and targets of the *Draft Metropolitan Strategy for Sydney* and the *Draft Inner North Subregional Strategy* for the reasons outlined in Sections 3.1 and 3.2 of this Report.

In summary, the proposal is directly consistent with the principles of a range of broader strategic planning considerations contained within the draft Metropolitan Strategy and the draft Inner North Subregional Strategy which support a transit-orientated and centres based approach to managing growth. As such the site represents a logical location to accommodate new housing and employment opportunities in close proximity to existing services and infrastructure consistent with this approach. It allows opportunities for the growing number of people working and studying in North Ryde and Macquarie to live and work/study in the same district, thereby reducing travel demand and associated car based pollution and congestion. The proposal has the potential to contribute a valuable and sustainable component of the future commercial and residential development of North Ryde.

Q4. Is the planning proposal consistent with a Council's local strategy or other local strategic plan?

Yes.

The proposal is consistent with Council's Local Planning Study as discussed in Section 8.2.1 of this Report. The Study was prepared to inform the development controls of the current RLEP 2014. The site is within an area designated as a future transition area to the south of Macquarie Park on the basis that it has good access to employment, retail, entertainment and public transport opportunities as well as parks and road networks.

The proposal is consistent with the overarching aims and intent of the strategy in that:

- The housing needs of the current and future City of Ryde community will be met;
- It responds to the directions and actions of the Metropolitan Strategy and Draft Inner North Subregional Strategy; and
- Proposes a way to assist in meeting the 12,000 dwelling target set for the City of Ryde by the Draft Inner North Subregional Strategy.

Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

Yes.

The proposal is consistent with the relevant State Environmental Planning Policies (SEPPs). The relevant SEPPs are identified below.

- SEPP (Buildings Sustainability Index: BASIX) 2004;
- SEPP (Infrastructure) 2007;
- SEPP 55 Remediation of Land;
- SEPP 65 Design Quality of Residential Flat Buildings.

SEPP (BUILDINGS SUSTAINABILITY INDEX: BASIX) 2004

The BASIX SEPP requires residential development to achieve mandated levels of energy and water efficiency.

The proposed development concept has been designed with building massing and orientation to facilitate future BASIX compliance, which will be documented at the development application stage.

SEPP (INFRASTRUCTURE) 2007

State Environmental Planning Policy (Infrastructure) 2007 came into force in December 2007 and aims to facilitate the effective delivery of infrastructure across the State. The SEPP identifies matters for consideration in the assessment of development adjacent particular types of infrastructure development.

The following matters are relevant to the proposal:

- Future proposed development will require existing utility services to be upgraded and/or augmented to enable the future residential population to be accommodated. These works will need to be undertaken in accordance with the provisions of the SEPP.
- The site has frontage to a classified road and requires, where practicable, vehicular access to be provided by a road other than the classified road. It also requires that the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development. Access to the site will be off Paul Street (local road) and Epping Road (State Road). The access arrangements have been addressed in the Transport Impact Assessment at **Appendix C**. Development on the site will be referred to the RMS.
- The proposed development is identified as traffic generating development to be referred to the RMS in accordance with Schedule 3 of the SEPP.

SEPP 55 REMEDIATION OF LAND

State Environmental Planning Policy (SEPP) No. 55 – Remediation of Land was gazetted on 28 August 2005 and applies to the whole of the state. Clause 7(1) requires the consent authority to consider whether land is contaminated prior to consent of a development application.

A Preliminary Site Investigation has been prepared by Environmental Earth Sciences, (refer to **Appendix D**). The Report concludes, inter alia:

“In summary, the potential contamination is considered low and is limited to the presence of PACM within the residences/ garages and the areas of potential fill material associated with medical centre buildings and car park.

*The site has a **Low** risk rating relating to potential contamination on site. Based on the results of this preliminary site investigation and in accordance with the requirements of SEPP55, a detailed site investigation is not required.”*

Accordingly, the site is considered appropriate for high density mixed use residential development and detailed site investigation is not considered necessary. The proposal is therefore consistent with SEPP 55 requirements.

SEPP 65 DESIGN QUALITY OF RESIDENTIAL FLAT BUILDINGS

State Environmental Planning Policy 65 – Design Quality of Residential Flat Development (SEPP 65) was gazetted on 26 July 2002 and applies to all residential flat buildings. The SEPP aims to improve the design quality of residential flat development. Part 2 of SEPP 65 outlines Design Quality Principles for new residential flat buildings that seek to guide building design. A summary of the proposal's consistency with the design principles is provided in Table 2.

TABLE 2 – SEPP 65

DESIGN PRINCIPLE	PLANNING RESPONSE
Context	▪ The Strategic Direction of Macquarie Park is to maintain the commercial core and limit residential intrusion into the area. The proposal for residential south of Epping Road is consistent with this and will assist in meeting future dwelling targets. ▪ The proposed development has heights of up to 12 storeys, which will provide an appropriate transition from the Macquarie Park Centre north of Epping Road to the residential development south of the site. ▪ Redevelopment of the subject site will support the Macquarie Park Centre through increased residential density and provide an excellent opportunity to satisfy State Government's policy of integrating land use and transport.
Scale	▪ The proposal provides an appropriate transition of scale from higher commercial buildings to the north and the higher residential buildings to the east to the low density residential to the south and west. ▪ The scale of development has been carefully considered so that heights and

DESIGN PRINCIPLE	PLANNING RESPONSE
	building location/layout have minimal impact on the amenity of adjoining properties in terms of solar access and privacy.
Built Form	▪ The built form along Epping Road is 12 storeys at the corner stepping down to 7 storeys to the west to appropriately address the primary street frontage. ▪ The centre buildings are ten storeys stepping down to five storeys to the west to appropriately interface with the low density residential along Paul Street. The five storey building is some distance from the dwellings along Paul Street so as not to have a visually overbearing impact. ▪ The built form along Paul Street is seven storeys at the corner stepping down to three storeys to ensure an appropriate transition to low density dwellings to the west. ▪ The main bulk of the buildings have been located towards the corner of Epping and Lane Cove Roads to address the prominent corner location and reduce any impact of building scale.
Density	▪ The proposal has an FSR of 2.5:1. ▪ The proposal achieves separation distances and landscaping in accordance with the RFDC and the density is therefore considered appropriate. ▪ The proposal will provide retail tenancies and approximately 180 dwellings and contribute to future housing targets needed to accommodate the growing population of Macquarie Park and surrounds.
Resource, Energy and Water Efficiency	▪ The residential flat buildings are oriented to the north and east to maximise solar access to apartments and communal open spaces across the site. ▪ Proposal complies with RFDC solar access and cross ventilation requirements. ▪ Deep soil zones allow for significant tree planting, providing shade, amenity, and an enhanced living environment for residents both at ground and podium level. ▪ Rainwater tanks will be used for water irrigation.
Landscape	▪ The proposed site layout provides deep soil areas around the perimeter of the site. ▪ Landscaped podiums will achieve pleasant courtyard areas between buildings. ▪ Residents will have access to communal open space within the development site. ▪ Residents will have access to the extensive parklands of Lane Cove National Park.
Amenity	▪ The development exceeds solar access and cross ventilation provisions for indicative apartments. ▪ The indicative layouts of the Concept Design minimises south facing units. ▪ Each apartment will be provided with a balcony or ground floor terrace, accessed from living areas. ▪ Residents will have access to communal open space within the development and adjoining parklands. ▪ Separation and setbacks will provide privacy to apartments. ▪ The detailed design of the external spaces and apartment interiors will be the

DESIGN PRINCIPLE	PLANNING RESPONSE
	subject of future Development Applications.
Safety and Security	- Buildings address streets and open spaces and provide passive surveillance of these areas. - Buildings are oriented to provide casual surveillance of communal open spaces and likely entry points. - Communal open spaces that provide recreation areas and encourage shared ownership.
Social Dimensions	- The proposal provides an indicative mix of one (36%), two (58%) and three (5%) bedroom units and increases the housing choice in the area. 58% of units are two bedrooms, which respond to the market demand and demographic make-up of the area. This is indicative only and subject to change in future DAs. - Dwellings will be designed to be adaptable to the needs of people with disabilities in future DAs. - Site is located close to shops, infrastructure and services. - Site is located close to a variety of public transport options.
Aesthetics	- Variation in height, footprint and orientation across the site contributes to the design aesthetic. - Differing building bulk together with future design (modulation, solar shading and privacy screen) will articulate the facades and provide visual interest. - The architectural design of the proposal, including materials, finishes, and articulation of the building forms, will be the subject of a future Development Application.

Detailed assessment of the residential apartments against the requirements of the Residential Flat Design Code (RFDC) will be undertaken in future stages of development. A preliminary assessment of the Preliminary Concept Design is provided in Table 3.

TABLE 3 – RFDC ASSESSMENT

PROVISION	REQUIREMENT	PROPOSAL	COMPLIES/COMMENT
General Controls	<u>Building depth</u> of 10-18m for adequate daylight and ventilation.	Building depth range from 7.5m to 15m.	Complies to ensure appropriate levels of solar access and ventilation can be provided.
	<u>Building separation</u> – increased separation with increased height, and greater separation for habitable rooms. <i>Up to 12m (4 storeys)</i>	- Separation between buildings up to four storeys is 12m. - Separation between buildings five to eight	- Complies - Complies

	- 12m btw habitable rooms/balconies - 9m btw habitable/balconies and non-habitable rooms - 6m between non-habitable rooms Five to eight storeys/25 metres: - 18m between habitable rooms/balconies. - 13m between habitable rooms/balconies and non-habitable rooms. - 9m between non-habitable rooms nine storeys and above/over 25 metres - 24 metres between habitable rooms/balconies - 18 metres between habitable rooms/balconies and non-habitable rooms 12 metres between non-habitable rooms	storeys is 18m -19m. ▪ Separation between buildings above nine storeys is 21m.	▪ Generally complies as there are opportunities for non-habitable rooms to be located on the southern side of taller buildings. Further, detailed design at detailed DA stage can incorporate screening.
Apartment size	Studio – 38.5m² 1 bed – 50m² 2 bed – 75m² 3 bed – 95m²	1 bed – 54m² - 61m² 2 bed – 70m² - 84m² 3 bed – 93m²	Generally complies and subject to detailed design.
Ceiling Heights	Min. 2.7m for habitable rooms; 2.4 non-habitable.	Min. 2.7m for habitable rooms; 2.4 non-habitable.	Complies
Deep soil zones	Min. 25% of the site for deep soil (may be relaxed in urban areas).	18%	Site is in an urban environment. Building configuration allows significant open space areas and 40% pervious area consistent with Council's DCP.
Communal Area	The area of communal open space required should generally be at least between 25% and	Approximately 29%	Complies

	30% of the site area.		
Private Open Space	Private open space to each apartment Min. 2m depth	Private open space provided to each apartment, with min. 2m depth	Complies
Solar access	Min. 70% Living rooms and open space to receive Min. 3 hours direct sunlight between 9am and 3pm mid-winter (2 hours may be acceptable in dense urban areas)	81.5% receive solar access for 3 hours or more. 94% receive solar access for 2 hours or more.	Complies
	Limit no. single aspect apartments with a southerly aspect SW-SE to max. 10% units.	Nil	Complies
Natural ventilation	60% of residential units to be naturally cross ventilated.	65%	Complies

Q6. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

Yes.

The Planning Proposal has been assessed against the applicable s117 Ministerial Directions and is consistent with each of the relevant matters, as outlined below.

DIRECTION	COMMENT
1. Employment and Resources	
1.1 Business and Industrial Zones	- The proposal is consistent with the Direction as follows: - The proposed development will have a positive employment impact, by maintain a similar number of jobs to the existing and also creating opportunities for new jobs during the construction and operational and maintenance phases of development. - The proposal will not undermine the integrity and core purpose of the Macquarie Park Strategic Centre as residential development will be focused outside the commercial core.
1.2 -1.5	Not Applicable
2. Environment and Heritage	
2.1-2.4	Not Applicable

DIRECTION	COMMENT
3. Housing, Infrastructure and Urban Development	
3.1 Residential Zones	▪ The proposal will broaden the range of housing choices to provide for existing and future housing needs. ▪ The site is located in close proximity to existing public transport and medical and education infrastructure plus commercial services. The proposal will make efficient use of existing infrastructure and services. ▪ The proposal will provide opportunity for good urban design. ▪ The built form and building layout minimises the impact of residential development.
3.2 -3.3	Not Applicable
3.4 Integrating Land Use and Transport	▪ The proposal is consistent with the direction for the following reasons: ▪ The site supports the principle of integrating land use and transport. ▪ The site exhibits good access to public and private transportation use, being within walking distance of the Macquarie Park and North Ryde Railway Stations. ▪ The site's proximity to public transport will provide opportunities for residents and employees to access the site and reduce the dependence on private vehicle use/ownership. ▪ The proposal will provide employment opportunities within the within close proximity to existing services and infrastructure, reducing travel demand, the number of trips generated by development and the distances travelled, especially by car. ▪ The proposal supports the efficient and viable operation of public transport services.
3.5-3.6	Not Applicable
4. Hazard and Risk	
4.1 Acid Sulfate Soils	▪ No physical works, including excavation, are proposed. Future detailed development applications will address environmental impacts in relation to acid sulphate soils.
4.2	Not Applicable
4.3 Flood Prone Land	▪ A Flood Analysis has been prepared that considers the relevant flood policies and the potential flood impacts both on and off the subject land and ensures that the development is commensurate with the flood

DIRECTION	COMMENT
	hazard.
4.4	Not Applicable
5. Regional Planning	
5.1 -5.8.	Not Applicable
6. Local Plan Making	
6.1 Approval and Referral Requirements	This is an administrative requirement for Council.
6.2 Reserving Land for Public Purposes	This is an administrative requirement for Council.
6.3 Site Specific Provisions	The Planning Proposal has been prepared in accordance with the provisions of the Standard Instrument and in a manner consistent with the Ryde LEP.
7. Metropolitan Planning	
7.1 Implementation of the Metropolitan Plan	The planning proposal is consistent with the aims of <i>A Plan for Growing Sydney</i> as detailed previously within the Planning Proposal.

8.3 SECTION C – ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats will be adversely affected as a result of the proposal?

The site is fully developed and comprises little vegetation. There are no known critical habitats, threatened species or ecological communities located on the site and therefore the likelihood of any negative impacts are minimal.

Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

There are not likely to be any environmental impacts associated with the future development of the land that cannot be suitably mitigated through detailed design development. The following sections

FLOODING

The Flood Impact Assessment and Risk Management Report prepared by Northern Beaches Consulting Engineers Pty Ltd summarises flood information in reference to the City of Ryde DCP requirements and the NSW Government Floodplain Management Manual with reference to the 1 in 100 year storm event (refer to **Appendix C**). The flood information summarised as:

- Flood Plane Level (FPL) 500mm above 1% AEP level
- Probable Maximum Flood Level (PMF) 66.01m to 66.68m AHD
- Degree of inundation 60%

- Hazard Level Medium
- Impacts of waterborne objects Medium

The Report concludes that *“the proposed development generally meets the requirements of City of Ryde’s DCP. We trust that this report meets with Council requirements for flood risk management analysis.”*

TRAFFIC

A Traffic Impact Assessment has been undertaken by GTA Consultants that describes the existing local traffic context and assesses the potential traffic implications of the proposed concept. A copy of the report is submitted with the Planning Proposal at **Appendix E**. In summary, the traffic analysis indicates that:

- The proposal, including health services/commercial and high residential uses, will generate in the order of 45-78 vehicle trips in the peak hours.
- Taking into consideration the existing development, which generates in the order of 30 peak vehicle trips, the proposal results in an additional 15 to 48 vehicle trips in the peak hours.
- The additional traffic generation would have negligible impact on Epping Road. Paul Street would likely experience a minor increase in traffic of between 17 and 34 trips in the peak. The safety or function of the surrounding road network is unlikely to be significantly impacted on.
- Paul Street may experience delays and queuing the assessment is conservative given that the commercial uses and health services would not be generating peak activity during typical weekday peak periods. Further, residents would also likely alter their departure routes, dependent on any such associated delay.

Given the low volume of additional traffic, there is not likely to be any significant impacts on the capacity and function of the surrounding roads and intersections. Furthermore, the site is uniquely located to take advantage of extensive public transport services. Residents would also benefit from short walking distances to a wide range of services and jobs in Macquarie Park, reducing the need for vehicular travel.

PARKING

The Traffic Impact Assessment also considers the existing parking conditions of surrounding the site and the suitability of the proposed parking in terms of supply and concept layout. In summary, the parking analysis indicates that:

- The proposed development generates a demand for between 211 and 272 car parking spaces, based on Council’s minimum and maximum requirements under the Ryde Development Control Plan (DCP) 2014.
- The Preliminary Concept Design proposes a total of 255, including 36 residential visitor spaces, and complies with the City of Ryde DCP car parking requirements.
- The Preliminary Concept Design also provides 7 motor cycle spaces in the basement.

The proposal is likely to satisfy the car parking demand generated by the proposal.

OVERSHADOWING

Shadow diagrams have been prepared to assess the proposed impact on solar access to neighbouring properties between 9am and 3pm for the Winter Solstice (June 21). The subject site is bound by roadways to the east and south and will not significantly impact on solar access of adjoining dwellings. Dwellings within the development receive sunlight in accordance with SEPP 65.

- At 9am, the proposed built form will cast shadow over Paul Street, and properties to the south. These properties will not be impacted by the proposal during the midday and afternoon hours.
- At midday, the shadow will be cast over lane Cove Road only.

- At 3pm, the proposed built form will cast shadow over Lane Cove Road, and properties to the east. These properties will not be impacted by the proposal during the morning and midday.

Accordingly, the proposed built form will not reduce the solar access of adjoining development to less than two hours between 9am and 3pm and complies with the DCP provisions.

RESIDENTIAL AMENITY

The Preliminary Concept Design has been developed having regard to the requirements of SEPP No. 65 and the accompanying RFDC:

- **Solar Access:** The proposal will provide a minimum of 3 hours of sunlight to the living areas and private open space areas of 81.5% of apartments (indicative) within the development. This increase to 94% for two hours of solar access. The proposal complies with the 'Rule of Thumb' in the RFDC. The proposal is able to achieve high compliance as all apartments have living spaces and balconies oriented to the north or north-east. Solar access is also maximised by the stepping heights of the individual building forms, and the varied separation distances between these.
- **Natural Cross Ventilation:** The proposal will provide cross ventilation to 65% of apartments, which complies with the requirement of the RFDC. This will ensure a high number of dwellings have access to fresh air and will assist in promoting thermal comfort to occupants. This will reduce energy consumption by minimising the reliance on air conditioning.

The Concept demonstrates that the development can achieve high levels of internal amenity for future residents.

VISUAL AND ACOUSTIC PRIVACY

The proposal has been designed and sited with due consideration to the privacy of adjoining and future incoming residents:

- Within the development, the buildings are consistent with the RFDC separation distances to ensure appropriate levels of privacy and provide sufficient space for private and communal open space.
- Development to the north, east and south are separated by roadways with generous separation distances to maintain privacy.
- Buildings to the west are one and two storeys. The proposal provides separation distances of 8m to 8.5m from the nearest dwellings. This is considered to be an appropriate separation for low scale development. The setbacks will be landscaped and future development will incorporate design measures, including balcony orientation to the north, to further mitigate against privacy impacts.

Accordingly, appropriate setbacks, building separation, balcony orientation and use of landscaping have been incorporated into the design to minimise privacy impacts. The use of materials and privacy screening at the detailed design stage will further enhance these proposed privacy measures.

SUSTAINABILITY

The concept has been designed with building massing and orientation to facilitate future BASIX compliance. Detailed assessment against BASIX will be provided at detailed DA stage.

The proximity of the new dwellings to workplaces and public transport infrastructure will reduce private vehicle dependence, thereby reducing greenhouse gas emissions.

ACOUSTIC ENVIRONMENT

The site is affected by road noise associated with Epping and Lane Cove Roads. Mitigation measures will be required at detailed design stage to address noise for residential units. The buildings are setback between 4.5m and 7.5m from the site boundary to provide separation from the roadways.

SUMMARY

Overall, it is considered that the site will not result in any significant environmental effects that would preclude the LEP amendment and the ultimate redevelopment of the site for high density mixed use, including residential development.

Q9. Has the planning proposal adequately addressed any social and economic effects?

The key issues to be balanced in weighing the social and economic impacts of the proposal are considered to be:

ECONOMIC IMPACT

The proposal will provide positive economic impacts:

- Retail, commercial and medical uses are located on the ground floor of the development with exposure to Epping Road and Lane Cove Road. These tenancies will create new job opportunities for the area while maintaining the medical centre use.
- The proposal will create job opportunities during the construction, maintenance and operation phases of future development.
- The proposed retail uses are more fine grained and will not impact on the viability of the Macquarie Park Centre. Rather, the increase in resident population will provide economic support to the businesses and services in the commercial core of Macquarie Park.
- This Planning Proposal supports the State government's current direction of increasing density and broadening land uses in proximity to public transport infrastructure.
- The Planning Proposal achieves the right balance of maintaining a strong employment focus while also recognising the benefits of providing residential development to take advantage of the locational and amenity benefits that the site offers. The proposal will not detract from the employment growth earmarked for Macquarie Park.
- The existing buildings within the site are nearing the end of their economic life. Optimising the potential to redevelop the site will assist State Government and Council to deliver the targets set out in the draft Metro Strategy but also, importantly will ensure that new housing and employment opportunities can be delivered with greater certainty.

SOCIAL IMPACT

The proposal will have positive social impacts on the local community and wider LGA:

- The proposal locates high-density residential development in an accessible location, close to jobs and transport infrastructure.
- The proposal will assist in meeting housing and job targets set by the State Government with greater housing choice and local employment opportunities.
- The proposal will achieve a high-quality architectural and urban design outcome for the site in relation to its context.
- The proposal has been designed and sited with due consideration to the privacy of adjoining and future incoming residents. Appropriate setbacks, building separation, balcony orientation and use of landscaping have been incorporated into the design to minimise privacy impacts.
- The proposal will not reduce the solar access of adjoining development to less than 2 hours in Winter and complies the DCP provisions.

- The proposal will provide a high level of security and design elements will deter criminal behaviour. Casual surveillance is also available over the private open space and entry areas from units and common areas. The proposal is therefore consistent with CPTED principles.
- The proposal has the potential to contribute approximately 180 new dwellings to the local housing stock. The proposed concept design provides flexibility with the future detailed design to accommodate a variety and size of dwelling types consistent with the RFDC.
- Importantly, the proposal seeks to improve on the lack of units in the suburb of Ryde. The proposal will provide a more diverse mix of dwelling types for smaller households which are currently underrepresented in the locality.
- Impacts on demand for social infrastructure services as a result of increased population. A comprehensive audit of existing facilities within the locality and the capacity of these facilities to accommodate increased demand associated with the development of the site will be undertaken to identify any gaps in the availability of social infrastructure. Future redevelopment of the site will be accompanied by a Voluntary Planning Agreement between the developer and Council to contribute to the delivery of infrastructure in the LGA.

SUMMARY

The planning proposal will therefore have positive economic and social benefits, with a multiplier effect that will benefit the broader community. In our opinion, the proposal has addressed social and economic impacts and is in the public interest.

8.4 SECTION D – STATE AND COMMONWEALTH INTERESTS

Q10. Is there adequate public infrastructure for the planning proposal?

Yes. The site is served by existing utility services and is located to allow incoming residents and workers to capitalise on the wide range of infrastructure and services existing and planned within the area. It will reinforce existing investment in public transport infrastructure, through increased patronage of the existing stations at Macquarie Park and North Ryde.

A range of established services are available within close proximity of the site, including health, education and emergency services networks.

Q11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

No consultation with State or Commonwealth authorities has been carried out to date on the Planning Proposal. It is acknowledged that City of Ryde Council will consult with relevant public authorities following the Gateway determination.

9 Part 4 – Mapping

Draft zoning, height and FSR maps are attached at **Appendix B**.

10 Part 5 – Community Consultation

10.1 PUBLIC CONSULTATION

Clause 57 of the *Environmental Planning and Assessment Act 1979* requires the relevant planning authority to consult with the community in accordance with the gateway determination. It is anticipated that the Planning Proposal will be required to be publicly exhibited for 28 days in accordance with the requirements of the Department of Planning and Infrastructure guidelines “*A Guide to Preparing Local Environmental Plans*.”

It is anticipated that the public exhibition would be notified by way of:

- A public notice in local newspaper(s).
- A notice on the City of Ryde Council website.
- Written correspondence to adjoining and surrounding landowners.

11 Part 6 – Project Timeline

It is anticipated that the LEP amendment will be completed within 9-12 months. An indicative project timeframe is provided below.

TABLE 4 – INDICATIVE PROJECT TIMELINE

STAGE	DATES
Consideration by City of Ryde Council	February 2015
Planning Proposal referred to Department of Planning and Environment for Gateway Determination	April/May 2015
Gateway Determination by Department of Planning and Environment	May/June 2015
Commencement and completion of public exhibition	July 2015
Consideration of submissions and consideration of the proposal post-exhibition	September 2015
Submission to the Department of Planning and Environment to finalise the LEP	November 2015
Gazettal of Local Environmental Plan Amendment	December 2015

12 Conclusion

This Planning Proposal seeks an amendment to Ryde Local Environmental Plan 2014 to allow for high density mixed use development at Nos. 366-372 Lane Cove Road, Nos. 124A & 126 Epping Road and No. 1 Paul Street, North Ryde. The Planning Proposal has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) and the relevant guidelines prepared by the NSW Department of Planning and Infrastructure including “*A Guide to Preparing Local Environmental Plans*” and “*A Guide to Preparing Planning Proposals*.” It sets out the justification for the proposed LEP amendments applicable to the subject site to allow for a high density mixed use development.

The Preliminary Concept Design accompanying the Planning Proposal has been informed by a detailed site analysis. As a result, the proposed LEP changes in our view will achieve an appropriate development outcome for the following reasons:

- **From a local context perspective:** The Planning Proposal achieves an appropriate built form and scale having regard to maintaining the amenity of adjacent and surrounding lands.
- **From a strategic policy perspective:** The proposal will positively contribute to the State planning strategic goals of increasing employment and housing densities in centres with access to public transport. The level of residential development proposed will support the Macquarie Park Centre without impacting on employment lands in the Global Economic Corridor.
- **From a community benefit perspective:** The proposal will deliver a range of benefits for the community, including:
 - The proposal will maintain the medical centre use on site and ensure that it becomes permissible in the zone. The Proposal will also create new jobs in the retail, commercial and medical tenancies and during construction and maintenance of the development.
 - The proposal will provide approximately 180 new dwellings, which will increase housing choice and diversity within close proximity to public transport infrastructure and services.
- **From an environmental perspective:** The proposal will have minimal environmental impacts in terms of traffic, parking, overshadowing, privacy and noise. Further, the provision of a mix of uses on the site with good accessibility to services and public transport will achieve environmental benefits by encouraging more trips in the centre without cars.

Overall, it is considered that the proposal will result in significant public benefits facilitating the development of a high quality mixed use development. This Planning Proposal supports the State government’s current direction of increasing density in major centres with good access to public transport and facilities.

The Planning Proposal achieves the right balance of maintaining a strong employment focus while also recognising the benefits of providing residential development to take advantage of the locational and amenity benefits this site can provide.

The Planning Proposal will have positive social and economic benefits and we therefore have no hesitation in requesting the Council resolve to forward this planning proposal to the Department of Planning and Environment for LEP Gateway determination.

Disclaimer

This report is dated February 2015 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of X (**Instructing Party**) for the purpose of X (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

Appendix A

Survey

Survey Notes:-

ication of structures approximate only.

ve levels and details on this plan have been determined by stadia
ethods and are within the general accepted accuracies for such
rveys. All set out levels must be referred to the bench mark.

arings and Distances are by deed only and are subject to Final
rvey. Except where shown by dimension, the relationship of
provements to boundaries is diagrammatic only. The true
elations are subject to Final Survey.

ee sizes are estimates and indicative only.

rices and utilities shown have been located by physical
vidence and/or by reference to service plans from the relevant
thorities. Subsurface utility information shown in accordance
th ASS488-2013 QL-D. Pits may not have been opened to verify
p type of utility. Excavation has not been carried out to confirm
derground location. Service details should be confirmed with the
levant service authority during design and prior to
nnement of construction.

i part of your duty of care, please contact the following where
ecessary :-

nsgrid Ph. 131535
al Before You Dig Ph. 1100
deavour Energy Ph. 131081
mena Gas Company Ph. 131245
3N Ph. 1800 981 816
lus Communications Ph. 1800 505 777
rdney Water Ph. 132062
stra Corporation Ph. 132203

is plan has been prepared for the exclusive use of the principal
i listed in the title block.

ry construction on or near the boundaries will require further
rvey so that marks defining boundaries can be placed.

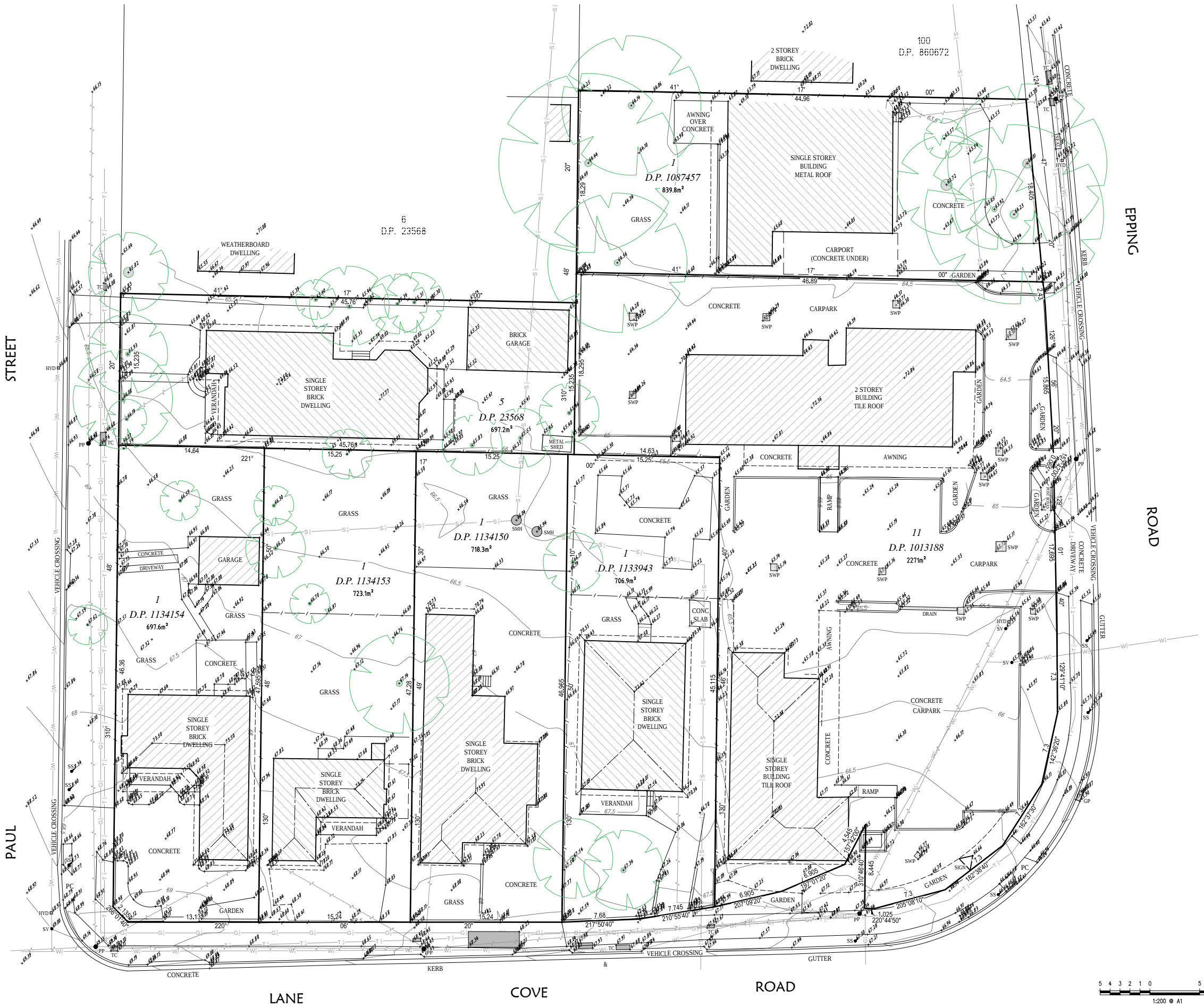
I set out levels must be referred to the bench mark.

Copyright Craig & Rhodes Pty. Ltd. 2014.

i part of this survey may be reproduced, stored in a retrieval
stem or transmitted in any form without the express permission
the copyright owner except as permitted under the Copyright Act
68.

ry permitted downloading, electronic storage, display, print, copy
reproduction of this survey should contain no alteration or
dition to the original.

these notes must not be erased.

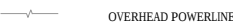


LEGEND

PP POWE POLE
TC TELSTRA PIT
HYD HYDRANT
SS STREET SIGN
SV STOP VALVE
SWP STORMWATER PIT



TREE



OVERHEAD POWERLINE

W1 APPROXIMATE LOCATION OF UNDERGROUND WATER MAINS VIDE DBYD
S1 APPROXIMATE LOCATION OF UNDERGROUND SEWER MAINS VIDE DBYD
G1 APPROXIMATE LOCATION OF UNDERGROUND GAS MAINS VIDE DBYD
T1 APPROXIMATE LOCATION OF UNDERGROUND TELSTRA CABLE VIDE DBYD

AMEND No. 00 DATE: 09/09/2014 DETAILS: PRELIMINARY



Project: DETAIL SURVEY OVER LOT 5 D.P. 23568, LOT 1 D.P. 134154,
LOT 1 D.P. 134153, LOT 1 D.P. 1133943, LOT 11 D.P. 1013188
& LOT 1 D.P. 1087457
No.1 PAUL STREET, No.366-374 LANE COVE ROAD,
No.124A-126 EPPING ROAD , NORTH RYDE

Principal: FRANPINA DEVELOPMENTS PTY. LTD.
Scale: 1:200 Date: 9/9/2014 Council Ref:
Datum: A.H.D. L.G.A. RYDE
Calc's: E.C. Drawn: R.N. Proj.Man: A.T. Client Ref:



ABN 77 050 209 991
Level 4, Suite 400
16-18 Cambridge St
EPPING NSW 2121
PO Box 233
EPPING NSW 1710

ACN 050 209 991
DN 4408 EPPING
Tel. 9869-1855
Fax. 9869-2341
reception@craigandrhodes.com.au
www.craigandrhodes.com.au
© Craig & Rhodes



Our Ref. 152-14
Dwg File Ref. (Rev): Sheet Ref.
152-14G T01 [00]
- 01

Appendix B

LEP Mapping



Ryde Local Environmental Plan 2014

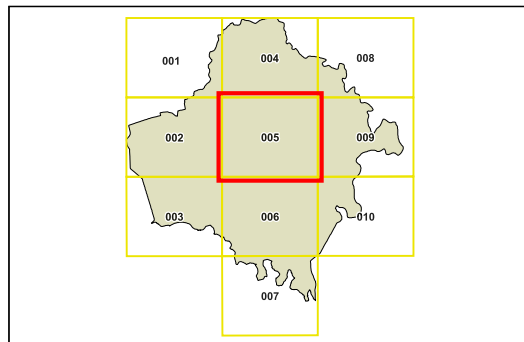
Land Zoning Map Sheet LZN_005

Zone

- | | |
|-----|--|
| B1 | Neighbourhood Centre |
| B3 | Commercial Core |
| B4 | Mixed Use |
| B5 | Business Development |
| B6 | Enterprise Corridor |
| B7 | Business Park |
| E1 | National Parks and Nature Reserves |
| E2 | Environmental Conservation |
| IN2 | Light Industrial |
| IN4 | Working Waterfront |
| R1 | General Residential |
| R2 | Low Density Residential |
| R3 | Medium Density Residential |
| R4 | High Density Residential |
| RE1 | Public Recreation |
| RE2 | Private Recreation |
| SP1 | Special Activities |
| SP2 | Infrastructure |
| DM | Deferred Matter |
| MD | SEPP (Major Development) (Macquarie University) 2009 |

Cadastre

- | | |
|--|------------------------------------|
| | Cadastre 15/03/2013 © City of Ryde |
|--|------------------------------------|

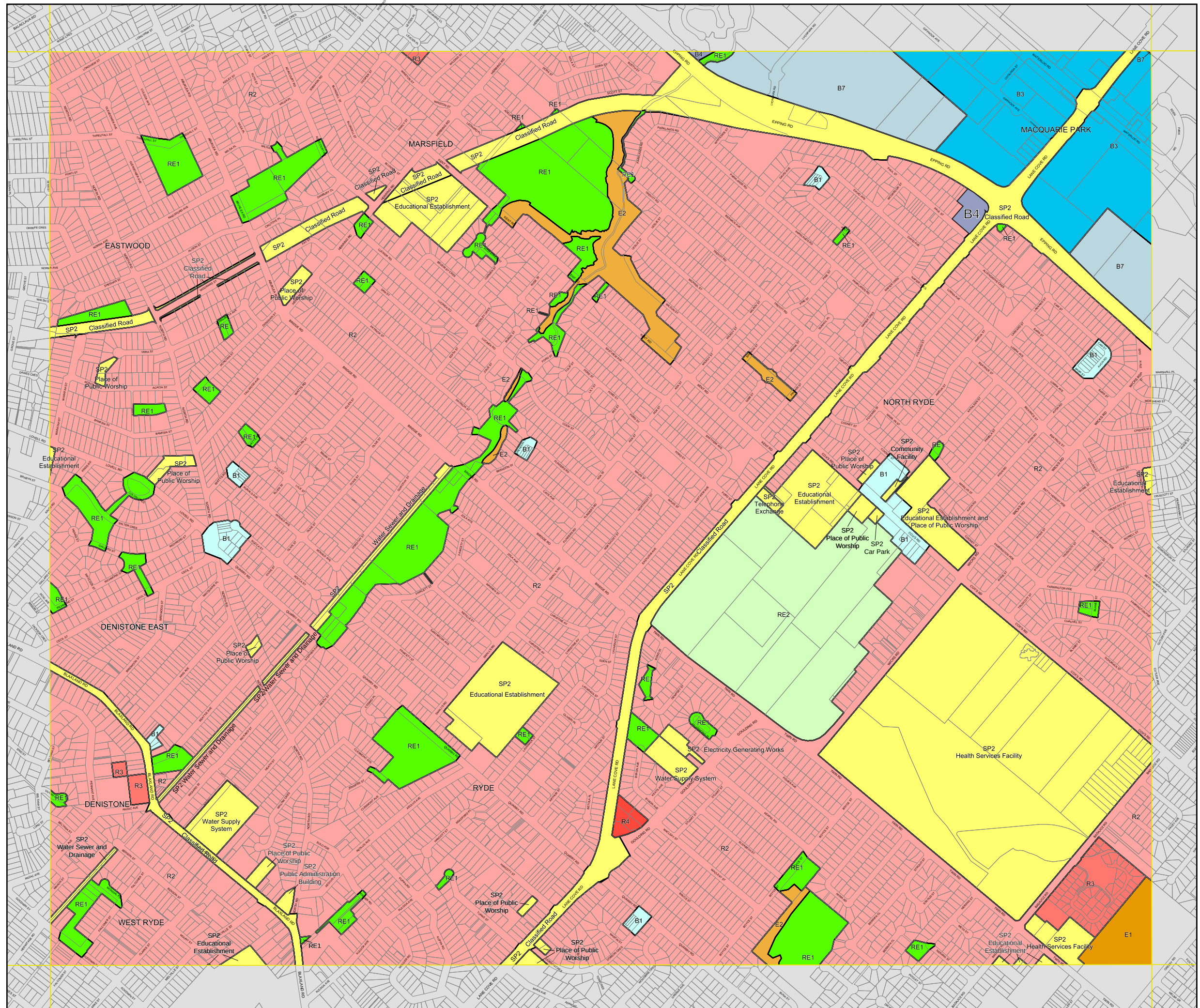


0 200 400 m

Projection GDA 1994
MGA Zone 56

Scale: 1:10,000 @ A3

Map identification number:
6700_COM_LZN_005_010_20140227



Height of Buildings Map Sheet HOB_005

Maximum Building Height (m)

J	9.5	S2	24
K	10	T1	26
L	11.5	T2	27.5
M1	12	U1	30
M2	12.5	U2	30.5
N1	13	U3	33
N2	14	U4	33.5
O1	15	V	37
O2	15.5	W	44.5
O3	16	X	45
P	18.5	Z	57
Q	19	AA2	75
R1	21.5	AB1	92
R2	22	AB2	99
S1	23		

 Refer to Clause 4.3A(1)

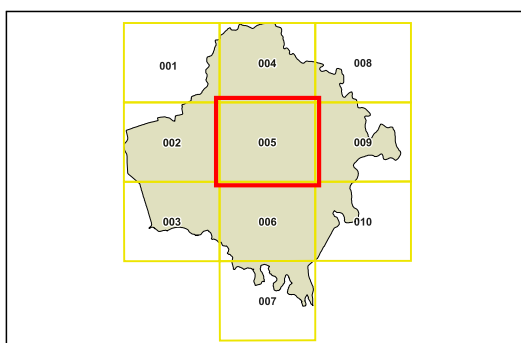
Maximum Building Height (RL)

Heights shown on map in RL (m)

	7
	14.6
	18
	24
	25
	33
	39
	47.75
	91
	105

Cadastre

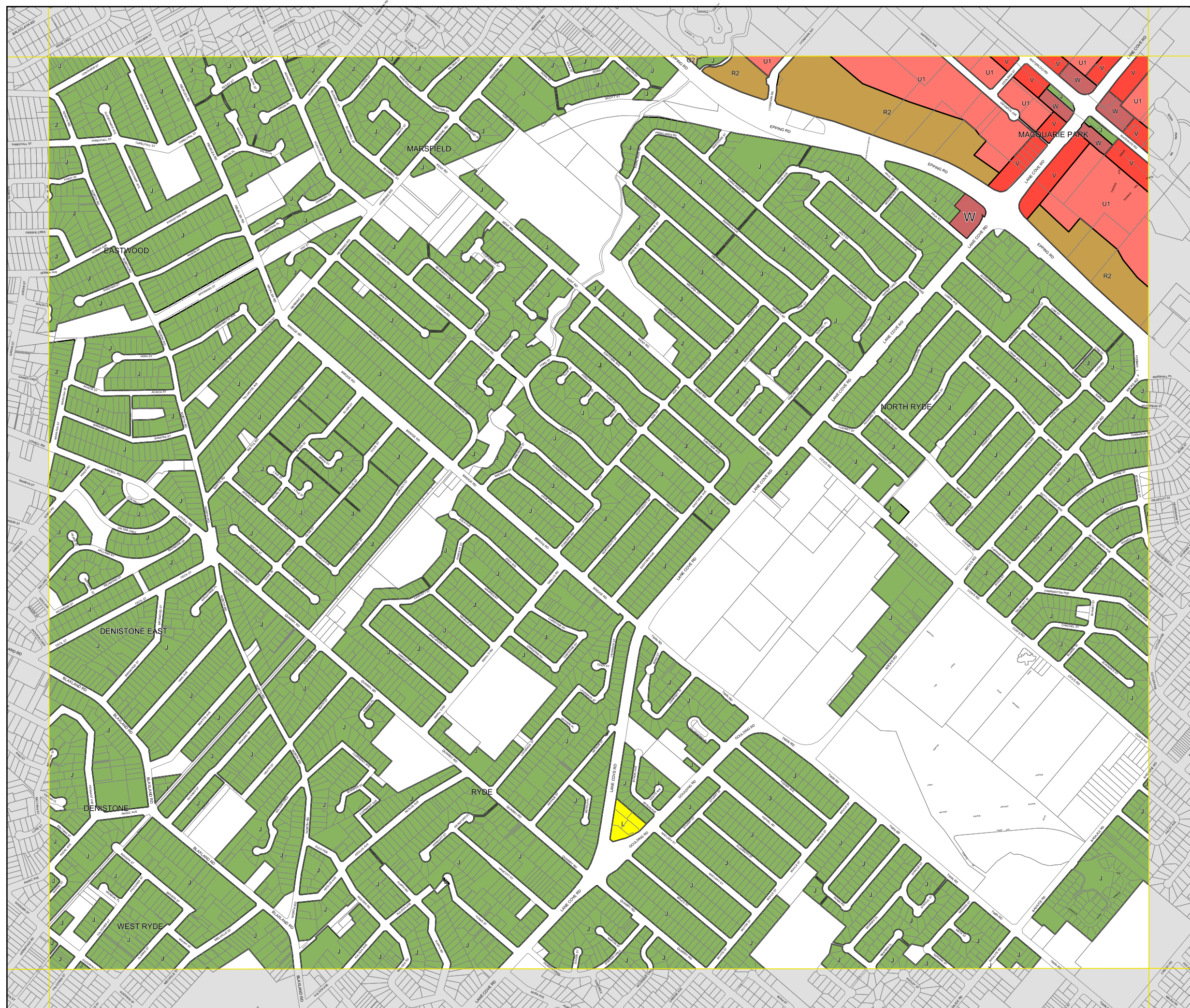
 Cadastre 15/03/2013 © City of Ryde



Projection GDA 1994
MGA Zone 56

0 200 400 m

Scale: 1:10,000 @ A3



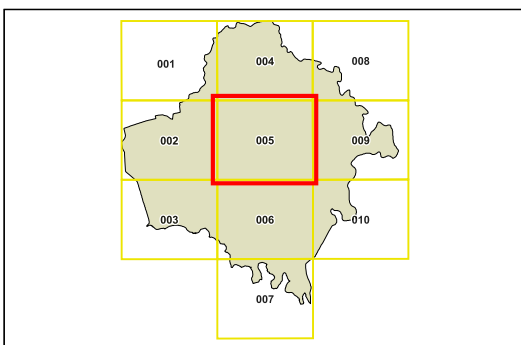
Floor Space Ratio Map
Sheet FSR_005

Floor Space Ratio (n:1)

A1	0.00
A2	0.30
D	0.50
G	0.65
J	0.80
K	0.88
N	1.00
O	1.10
P1	1.20
P2	1.25
Q1	1.30
Q2	1.39
S1	1.50
S2	1.80
T1	2.00
T2	2.20
U1	2.50
U2	2.60
U3	2.70
U4	2.90
V1	3.00
V2	3.20
V3	3.30
W	3.50
X	4.30
Z	5.00
Refer to Clause 4.4A (1)	

Cadastre

 Cadastre 15/03/2013 © City of Ryde



Projection GDA 1994
 MGA Zone 56

0 200 400 m

Scale: 1:10,000 @ A3

